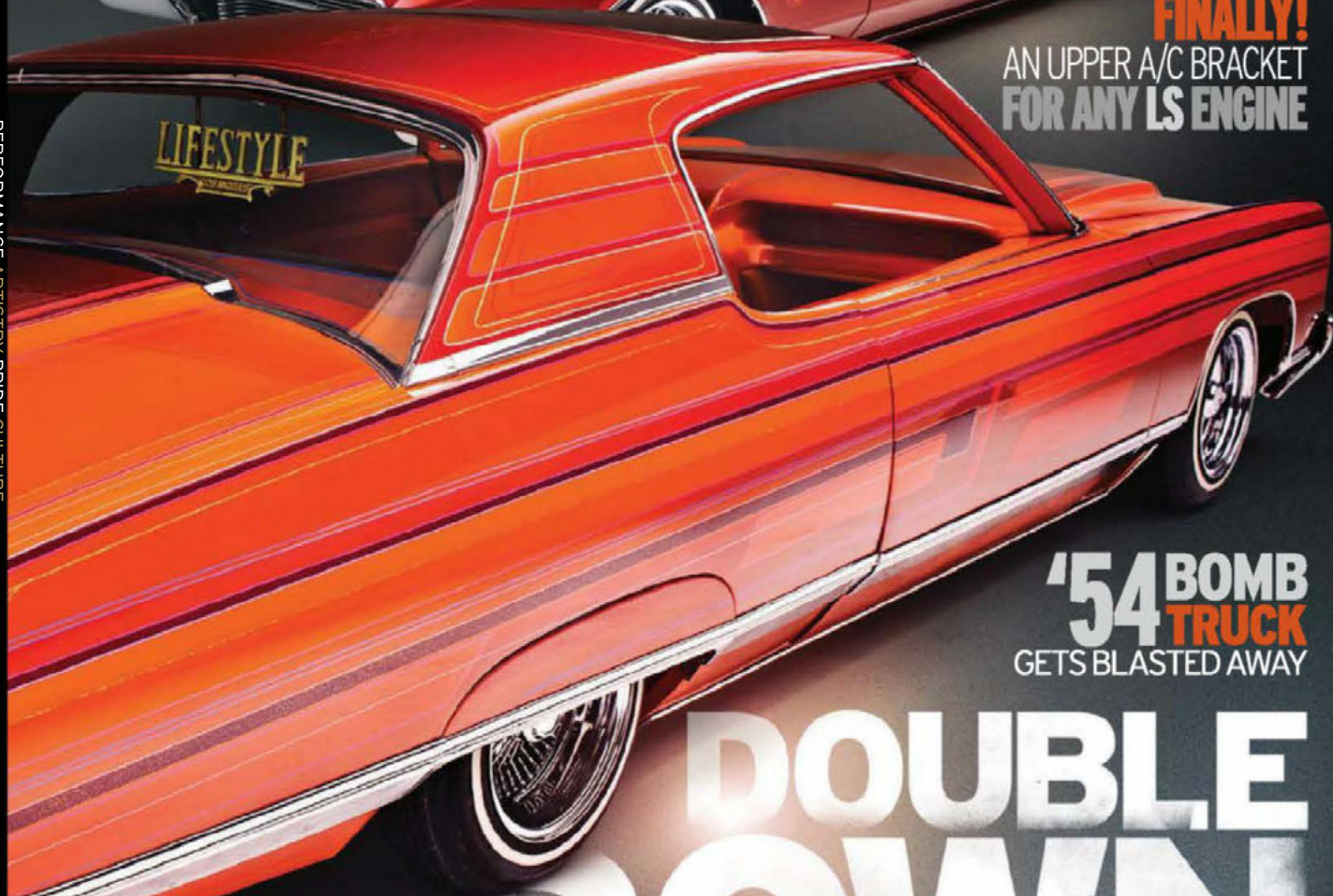


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Featured on the cover are "The Rivas and the Caprices," classics from the '60s and '70s.

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EDITOR'S LETTER

ESTABLISHED 1977

TRUE CLASSICS



Automobile makes and designs may seem like they have a life of their own, but they are all creations of certain individuals. Sometimes the people who create a car are simply copying what has already been done before, but every so often true visionaries come along to create something that no one expected. For instance, take the cover-featured '67 Buick Riviera. Considering other American luxury-performance machines of its time, Buick was one of the best, if not *the* best. It had fully loaded luxury, superior performance, and above all, body style. Even though Rivas drink gas like fish (14 mpg), for every mile you drive one you get your value's worth. Already with looks to kill, these Buicks had the retractable headlights that allowed the front end of the grille's looks to be continuous. This eccentric-looking, second-generation Riviera came redesigned, having a longer and wider body. They were less boxy and more curvaceous and they shared their design with the Oldsmobile Toronado and Cadillac Eldorado. The Riviera rested on a 119-inch wheelbase and had a length of 211.2 inches! The front and rear bucket seats and center console were replaced with benches, which allowed for additional passenger room, then up to six. "Strato"-style bucket seats were still available, as were "Strato" bench seats with armrests. All

you had to do was pick up the armrest so your woman could slide over close. Buckets and consoles came with the GS Model and were built expressly for the single guys!

We also feature the '72 Chevrolet Caprice as a tandem appearance for this issue of the March cover. This top-of-the-line Caprice was completely redesigned and featured bold, Chrysler-like fuselage styling. Flush exterior door handles and double-shell roofs that were new on the Caprice—both features first appearing on the '70 Camaro and Pontiac Firebird. The "Full-Perimeter" frame and all-coil suspension were refined for improvements in ride and noise reduction, thus becoming a two-door limousine. These large icons ruled the early lowrider days as they floated along the boulevards. They came fully accessorized, tilt roof, six-way power seats, and electric windows you could roll down to hear the 520s buzzing from being worn down as they kept these heavyweights afloat. The seventh-generation Caprice came with a wheelbase of 121.5 inches and stretched out a good 217 bumper guard to back bumper. It could be said that General Motors designed these select automobiles for the full purpose of chauffeuring weddings on Saturdays with papier-mâché flowers and strings attached. Back in the day these two showcased year, make,

and model of car examples and always flew the Lifestyle and Groupe Car Club plaques proudly. Today those traditions are still alive only for the fact that they continue to roll around in the same selectively built era of automobiles. A time long ago, General Motors once built "True Classics," and only the lowrider world still drives them.

The real "Glamour and Glitz" of Las Vegas was on jackstands at the "Full House" LOWRIDER Super Show 2015. Like tradition this year's show saw the level of quality custom and traditional car builds raise the bar once again. There were so many one-off classic and custom cars indoors and outdoors that the large crowd in attendance became professional photographers or videographers with their handheld cell phones. There were mariachis, on-stage rap stars, and an invitational hop, along with novelty booths throughout the show. Check out the coverage on page 54, as we tried to fill up nine pages of the best of the best photos from the show; you are also welcome to go online to www.lowrider-magazine.com and see 500 more! After that you can place your bets right now that next year's will be higher again. Viva Las Vegas! ●

Joe Ray

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EDITORIAL

Editor Joe Ray
JRay@enthusiastnetwork.com
Managing Editor Sarah Gonzales
Feature Editor Beto Mendoza

CONTRIBUTORS

Kev Elliott, Phil Gordon, Michael Grey, John Jarasa,
Hector Leyva, Richard Ochoa, Mark Saint, Phil
Schwartz, Chuck Serna, Sarah Silva, John Teator

ART DIRECTION & DESIGN

Art Director Nadia Sverdlova
Production Editor Josh Ching

MANUFACTURING & PRODUCTION OPERATIONS

VP, Manufacturing & Ad Operations
Greg Parnell
Senior Director, Ad Operations
Pauline Atwood
Archivist Thomas Voehringer

LOWRIDER EVENTS

VP, Events Mike Karsting
Sales/Promotions Manager Martha Carrasco
Administrative Assistant Yolanda Montiel
Warehouse Manager Rudy Serna

SUBSCRIBER SERVICES

For subscription information call 800.283.2013

ADVERTISING

General Manager Mark Han
General Manager, Lowrider Rudy Rivas
Account Manager Omar Rojas
ORojas@enthusiastnetwork.com
Advertising Operations Coordinator
Teri Hancock
Sales Assistant Elizabeth Hernandez

NATIONAL SALES OFFICES

New York Office 212.915.4000
261 Madison Avenue, New York, NY 10016
Los Angeles Office 310.531.9900
831 S. Douglas St, El Segundo, CA 90245
Irvine Office 949.705.3100
1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705
Detroit Office 248.594.5999
4327 Delemere Court, Royal Oak, MI 48073
Chicago Office 310.531.9896
Southeast Office 813.675.3479

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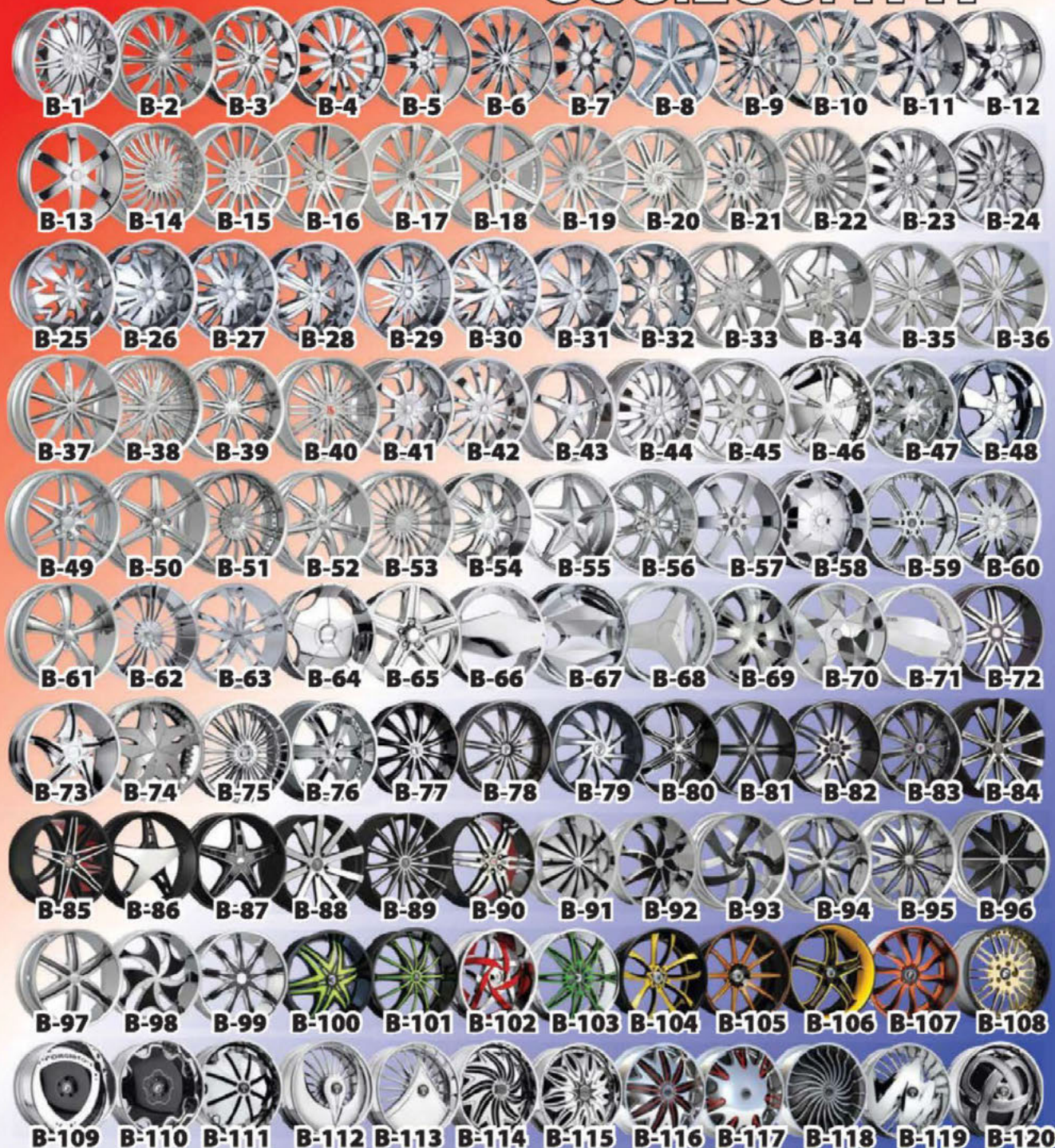


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SERIAL THRILLER

SOMETIMES A LITTLE INSANITY IS ALL
THAT'S NEEDED TO CREATE A KILLER CAR

BY PHIL SCHWARTZE | PHOTOS BY BETO MENDOZA



We're all aware of how many people think that fixing up an old car and putting more money into it than you'd get out of it is a form of insanity. That may be true, but it's a diagnosis we're all OK with, particularly since we believe most of the people who say that are crazy for buying newer cars that hold their value about as well as Cabbage Patch Kids. As is often the case with these builds, things tend to spiral into a direction we hadn't previously anticipated. While things may get a little crazy, when it's all done we can look back and be happier with the finished product than what we'd initially set out to create.

By his own admission, Peter Fekete's "Serial Killer" '72 Caprice "got a little crazier" than what he thought he'd end up with when the build got underway. You're probably wondering where the name came

Arguably one of the best luxury-designed Caprices.





"I WANTED A CAR THAT TOOK THOUGHT AND EFFORT TO FIND STUFF, NOT JUST BUY PARTS OUT OF A CATALOG."

from and if there's a body in the trunk, but more on that later. It did indeed get a bit out of control, but it definitely stands out as both one of the less common years of Caprices on the road, and also a true old-school lowrider.

Powering the Caprice is the original 400 small-block V-8, candied in the same exterior paint and dressed

The best of both worlds—a '72 Caprice with a '73 rear bumper.

up with plenty of chrome, a new Edelbrock carb, and headers that are plumbed into Flowmaster mufflers that are cut right before the axle. It's all tied to a 700-R4 trans and stock front discs along with rear ABS discs to keep the Daytonos coming to a quick stop.

Underneath, the car has been lifted slightly with a chrome un-

LOWRIDERDELUXE

1972 CHEVY
CAPRICE

VEHICLE NICKNAME
Serial Killer

OWNER
Peter Fekete

CITY/STATE
Lemon Grove, CA

CLUB
Lifestyle

ENGINE
400 V-8, 700-R4 trans

INTERIOR
Infiniti front seats with custom Harley tank console and backseats by Henry's Interior and the Dragon Shop. Dakota Digital gauges and billet grille cluster cover. Colorado Custom steering wheel.

SUSPENSION

Two Pro Hopper pumps, three Adex square dumps, 8-inch cylinders, and five batteries, all hardlined. Shortened rearend.

BODY/PAINT

Bodywork and tangerine paint by Pete Caldera. Pinstriping by Walt Prey. Shaved handles, mirrors, keyholes. Molded bumpers. 42-inch sunroof.

SOUND SYSTEM

Pioneer Clarion, 6x10s in the back, 10-inch subwoofer

WHEELS/TIRES

14x7 Dayton's / Premium Sportway 5.20

dercarriage, belly pan painted, and powdercoated frame. A Pro Hopper setup consists of two pumps hardlined to three Adex square dumps, 8-inch cylinders front and back, and five batteries. Work was done by both Chuck and Tim Rodriguez. The stock rearend was shortened to clear the skirts and done by Cooks in L.A.

The interior is definitely a lesson in insanity and has a lot going on. With sort of a drag bike theme, the center console was made from a Harley split tank and has a console to conceal the switch panel and Clarion stereo. A custom billet grille fills the cluster area where the Dakota Digital gauges reside. It's all sitting above a chrome stock column and Colorado Custom wheel. The all-leather interior is accented by metal panels throughout.





GOODBYE BIG CARS

Along with the big news of 1972 being the Watergate Scandal, John DeLorean leaving GM to start his own company, and the premier of *The Godfather*, big cars were about to become a thing of the past. With stricter regulations being passed and the Arab Oil Embargo that happened the following year, the Chevy Caprice was one of the last of its kind. A two-door version like this tipped the scales at about 4,100 pounds and cost around \$4,026. The '72 Caprice received an updated grille that was lower than those on the '71 models and given new bumpers with a stronger "bumper within a bumper design." The rear had the triple taillights now mounted in the bumper. Engine offerings were the same as 1971 with the change to "net" horsepower ratings, including 170 hp for the standard two-barrel 400ci Turbo Fire V-8, 210 hp for the four-barrel Turbo Jet 400 big-block V-8 (which was actually 402 ci), and 270 hp for the four-barrel dual exhaust 454ci Turbo Jet V-8. New to the Caprice lineup was a pillared four-door sedan, which had a front design similar to the '67-'70 Eldorado.



Front seats came from an '01 Infiniti and the rear seats are custom made. Work was done by Henry's Interior with The Dragon Shop doing all the metalwork.

Since there isn't much aftermarket support for Caprices of this era, Peter opted to get rid of much of what he couldn't find and give it a cleaner look. Side mirrors, keyholes, exterior door handles, and various moldings were ditched and the body was treated to an orange pearl base by Pete Caldera with pinstriping by the late Walt Prey. A 42-inch sunroof was added, along with molding the

bumpers and under the hood.

Peter would like to thank his wife Angela, Pete Caldera, Tim Rodriguez, and especially his mom for giving him the support to finish *Serial Killer*. And as far as that name goes, there was a time when a dead body was found in the house directly across the street from Peter's mom's house. Peter was seen by friends and club members in the background of the news broadcast covering the event, and ended up earning that nickname, which he also gave to his car. The both of them are now at large, roaming the streets of Southern California. ●

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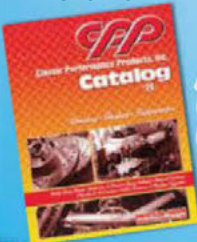
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ON THE SCENE
ESTABLISHED 1977

IMPALAS ANNIVERSARY

THE MOTHER CHAPTER CELEBRATES ITS 25TH ANNIVERSARY

BY BETO MENDOZA





Robbie, Kiki, Sonny, and Bubba were high school friends who started the club in 1990. "We all had Impala cars and decided to start a club called Impalas. We used to only allow '58-'70s but we have now opened it up to all years and styles," Robbie explains. By 1995, Impalas had opened up a Central Coast and Sacramento chapter. Since then the club has opened a chapter in almost every city in Northern California as well as expanding out in Nevada, SoCal, Arizona, Kentucky, Texas, New Mexico, Colorado, Oregon, and other states.

On September 5, 2015, the Impalas San Jose chapter (aka the mother chapter) celebrated their silver anniversary at the S.E.S. Hall in Santa Clara, California. Wearing Impalas Car Club traditional black and red colors, guest from 20 other chapters began arriving at 5 p.m. Following the chicken and tri-tip dinner was the award ceremony. Doug Manville, David Rodriguez, Ed Cevedia, Matt Dearcos, Felipe Pacheco, and Sal Herrera were all recognized for their 20 years of dedication to the club. A set of Zenith Wire Wheels and a two-pump chrome setup was raffled off before everyone hit the dance floor with the live band.

We'd like to thank and congratulate the Impalas Car Club and their chapters for the continued support and we wish them continued success with their family tradition. 🌟

Bombs, traditionals, and even originals like this '56 Bel Air showed up to support the cause.



LOWRIDERSHOWTIME

LUXURIOUS 9TH ANNUAL BBQ

CHECK OUT
HOW IT'S DONE
IN MONTREAL,
CANADA

STORY BY BETO MENDOZA

The Luxurious Car Club chapter in Montreal, Canada, threw their 9th annual barbecue at George O'Reilly Park. The park offers a large parking area and a great view of the St. Lawrence River. The Luxurious Car Club provided a free barbecue for all show participants. Car clubs from Montreal, Toronto, and all of the surrounding areas showed up, like the Majestics, Affiliated, and Loyalty Ones. The showstoppers at this traditional show and barbecue were a blue '64 Impala and '84 Buick Regal, from Toronto.

The show's main attraction had to be the hop. With over \$1,000 in prizes, there were plenty of switch-happy participants. Jeff "Skinny" Forgione of "Switches And Thangs" from Toronto was on the switch most of the day, as he had build most of the hoppers participating in the hop. The real excitement happened when 9-year-old Adam Giroux, son of Luxurious club president Abel, came into the hop pit. Little Adam hit back bumper with his '87 Oldsmobile Cutlass. This isn't anything new either because this local hop star has been hitting switches since he was 5. Unfortunately though, the hop had to be cut short due to the rain, but not after a great day at the park with the Lux Fam. 🍀



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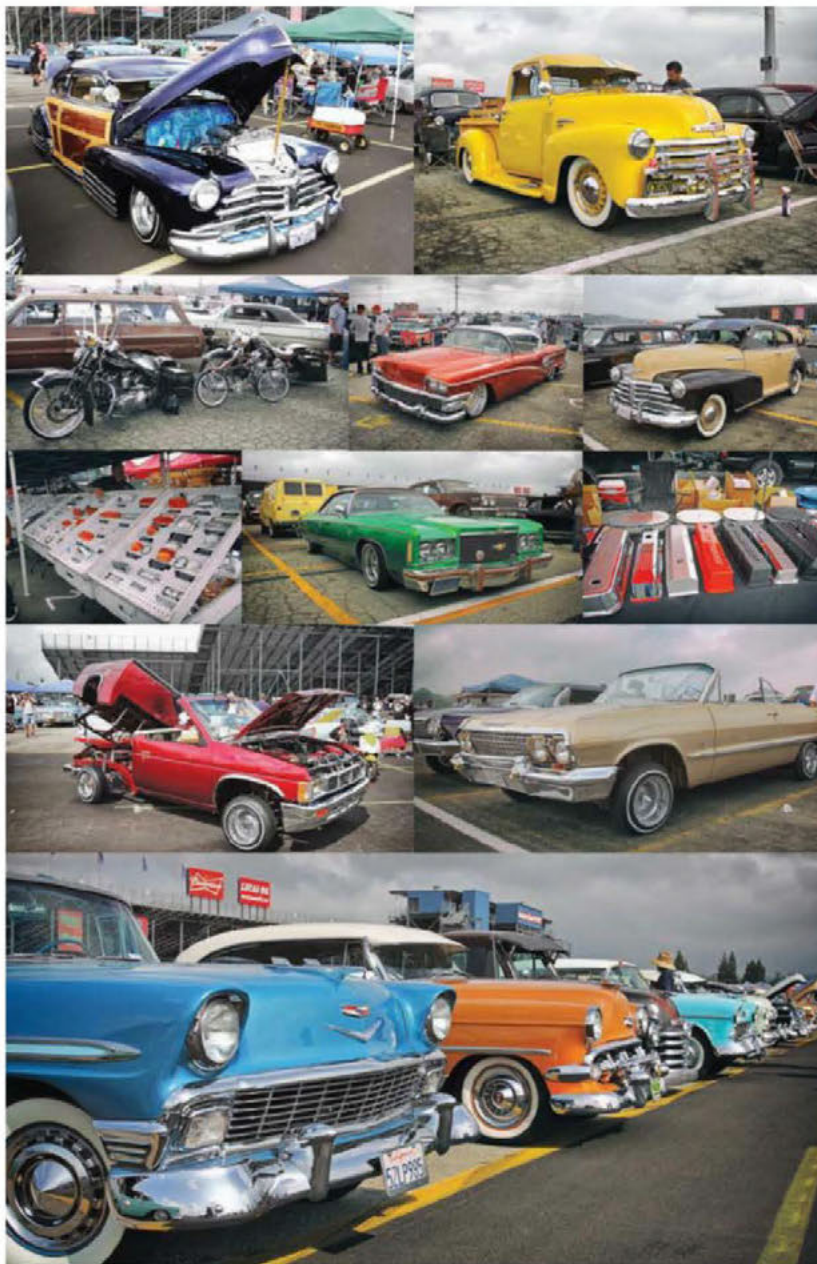
BY JOSH CHING

Held seven times a year at the Fairplex in Pomona, the Pomona Swap Meet & Classic Car Show is the largest antique auto, Corvette, Porsche, street rod, and Volkswagen swap meet on the West Coast. With over 15 miles worth of hard-to-find car parts, accessories, and vehicles spread out over 2,000 vendor spots, each event attracts thousands of people from all over the world to buy, sell, and trade their wares.

More interested in the cars than finding a deal? If so, the classic car show portion of the swap meet won't disappoint. Divided into six specialized sections: pre-'85 Classics, any-year Corvettes, any-year Porsches, pre-'59 street rods, pre-'85 Volkswagens, and the car corral area is a sea of automotive history with thousands of vehicles on display (many of which are for sale) for both bargain hunters and treasure seekers alike.

So if you're looking for parts and accessories, inspiration for your project car, or even your next build, chances are you can find whatever it is you're looking for at the Pomona Swap Meet & Classic Car Show. Just make sure to bring a wagon, comfortable walking shoes, and your wallet if you plan on going because you will need them.

For more information on the Pomona Swap Meet & Classic Car Show, including their next event, check out www.pomonaswapmeet.com.



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TRUCK MODEL
1953 CHEVROLET 235

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'53 CHEVY PICKUP

A FATHER-SON PROJECT COMPLETED IN A DIFFERENT WAY THAN ORIGINALLY PLANNED

BY HECTOR LEVYA

While most were stuck riding the big yellow school bus throughout high school, a few lucky students were fortunate enough to have their own set of wheels. For Richard Villanueva of El Paso, Texas, he had a car before he was

even old enough to drive. At 10 years of age, Richard's father bought him a '53 Chevy pickup with the intentions of one day completing the build together. Driving it all through high school it was put away shortly after Richard's

enlistment into the USAF. "With my son protecting our country, I felt it was my duty to complete the project and have the truck waiting for him when he returned from his military duties," Richard's father says.

This was no solo project though; the intention was to have the truck completed by them both and with constant updates, so with approval from Richard this project was off and running. With a rebuilt '56 Chevy 235 with open drive and straight pipes installed it was then in the hands of Guero who would cover the interior's original bench seat with a cream-cloth accented with original stitching. From there, a custom Helix airbag suspension was installed by longtime friend Enrique in El Paso, giving the truck complete front, back, and side-to-side action. Nacho of Car Port, also in El Paso, layered the truck with a two-stage Midnight Blue pearl paint smothered with layer after layer of PPG clearcoat, along with Raul Ortiz laying down some pinstripe lines, giving this classic its finishing touches. With the project nearing completion, some of the final items included matching 15-inch artillery wheels mounted onto 205/75-15 Coker Classic radial white-wall tires, along with newly chromed and polished metalwork, as well as the mandatory accessories usually found

Old memories in a Texas '53.





1953 CHEVY 235

OWNER

Richard A. Villanueva

CITY

El Paso, Texas

CAR CLUB

Old Memories Car Club in
El Paso, Texas

ENGINE

Rebuilt '56 Chevy 235 with
open drive and straight
pipes

UPHOLSTERY

Guero covered the original
bench seat with cream-
colored cloth, accented
with original stitching

BODY/PAINT

Car Port in El Paso covered
the truck in a two-stage
Midnight Blue pearl paint
with Raul Ortiz laying
down some accenting
pinstripe lines

SUSPENSION

Custom Helix airbag
suspension installed by
longtime friend Enrique in
El Paso

WHEELS/TIRES

Matching 15-inch
artillerie mounted onto
205/75-15 Coker Classic
radial whitewall tires

with a Chevy truck of this era, like a Fulton visor, view finder, bullet swamp cooler, and Fulton antenna toppler.

With a military career that has taken him to the Middle East and Afghanistan, Richard presently finds himself serving in Korea. In the meantime, Richard's family will continue to honor his service by displaying the truck at local car shows and Old Memories events. Richard's father would like to thank all the family and friends who helped along the way, but more importantly we'd like to thank you Richard for your self sacrifice and service in the military. 🇺🇸

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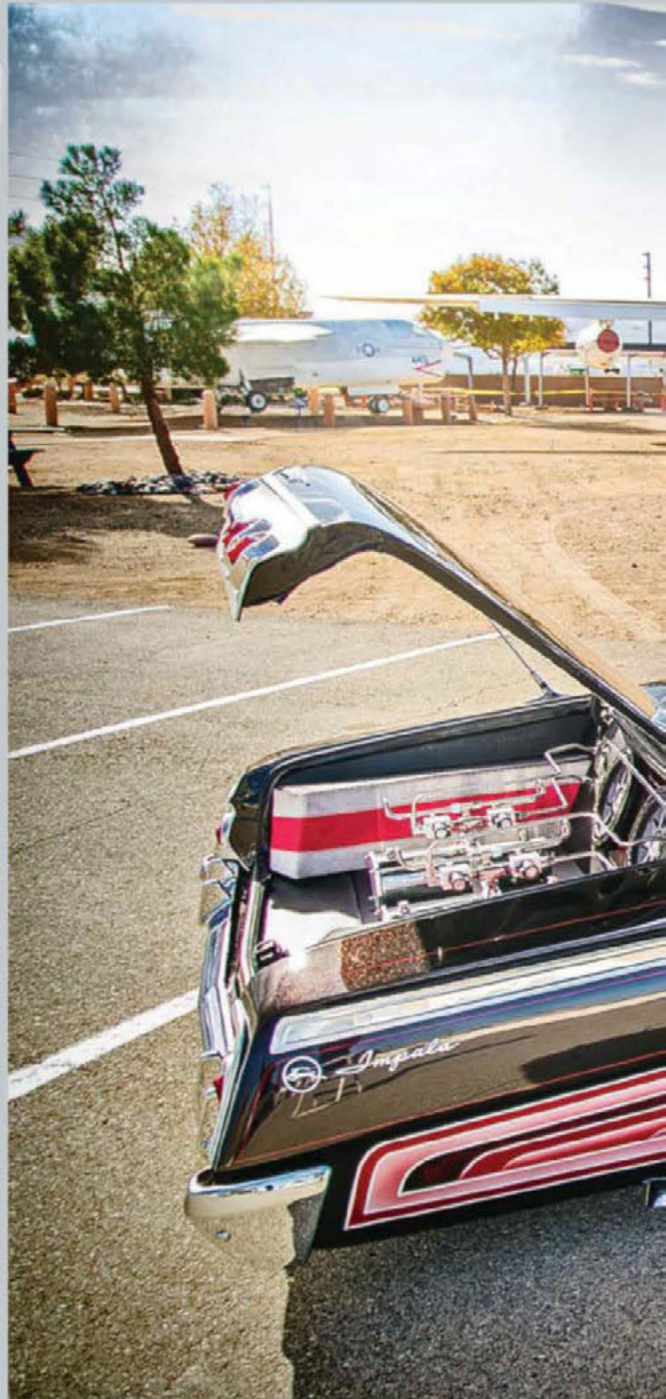
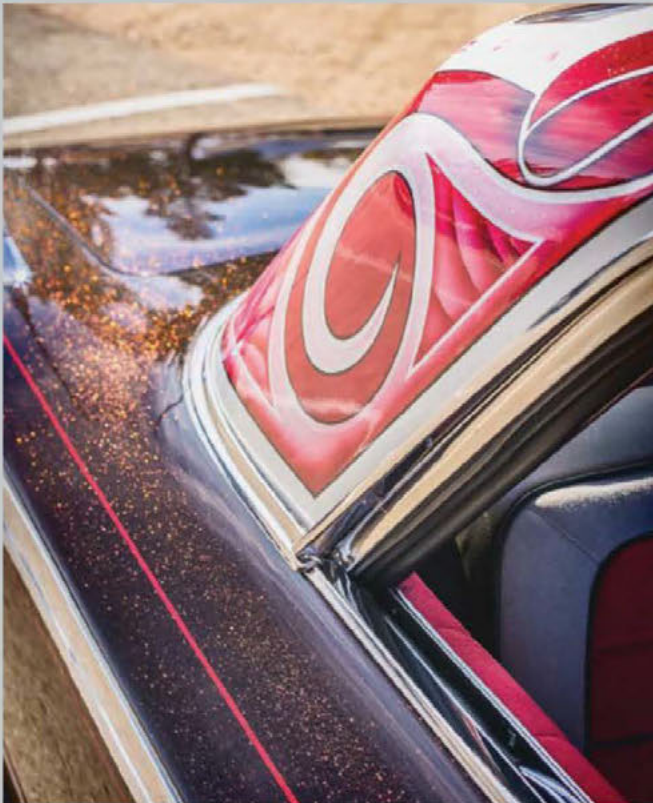
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STYLISTICS

62

CHERISHED FAMILY JEWEL
GETS NEW LIFE

BY HECTOR LEYVA



CAR MODEL
1962 CHEVY IMPALA





It's 1962 and Chevrolet just released its iconic Impala, offering a newly redesigned and stylish sport coupe model. With an astonishing total production amount of 704,900, it's no wonder they have become such treasured collector vehicles. For the Chavez family, that is exactly what this '62 Chevrolet Impala has become.

It had been in the family for over

13 years before being passed down to Salvador Chavez. With a lowrider history that began at the age of 16, he knew exactly how to bring this cherished family jewel back to life.

As with most builds, first on the list was the paintjob. "There's only one guy who I would trust with my car," Salvador says. So after a custom Black Cherry pearl basecoat was applied, Pete of Krazy's Kustom in Palmdale,

Ready for takeoff, the '62 Impala had some sharp body lines and style.

California, laid down the intricate line work. It followed the car's sleek body lines as well as graphics on the roof depicting the traditional Stylistic's ribbon. From there, the task of completing the interior fell onto Ben Medina in Inglewood, California, who would blend a Midnight Black vinyl together with a two-toned combination of Crimson Red & Smoke Gray suede materials. Gangsters Kustom Trunks would carry the interior scheme into the trunk, enclosing the custom two-pump chrome Hoppo's hydraulic setup complete with polished hard lines and six Grey series batteries installed by Big Man Hydros in Lancaster, California. With accenting detailed engraving by Edgar Barba in place and triple gold OG wire wheels bolted on, this historic piece of America was finally ready to take a cruise ... only this time with a bit of that lowrider flair.

"It took a lot of people to make this dream come true," Salvador says. "I would like to thank each and every one of you. A special thanks goes out to my Stylistics Car Club brothers and my uncle, Roberto Vazquez."



THE STYLISTICS
PLAQUE ADDS
MORE STYLE
TO THIS '62.

1962 CHEVY IMPALA

OWNER

Salvador Chavez

NICKNAME

Stylistics 62

CITY/STATE

Palmdale, CA

CLUB

Stylistics Car Club
South L.A.

ENGINE

'79 Chevy small-block

BODY/PAINT

Pete of Krazy's Kustom
laid down intricate line
work graphics depicting
the traditional Stylis-
tic's ribbon over a Black
Cherry pearl basecoat.

INTERIOR

Ben Medina in Inglewood,
California, combined a
Midnight Black vinyl
joined together with
a two-toned combina-
tion of Crimson Red
and Smoke Gray suede
materials.

SUSPENSION

Big Man Hydros in
Lancaster, California, in-
stalled custom two-pump
chrome Hoppos hydraulic
setup complete with pol-
ished hard lines and six
Grey series batteries.

WHEELS/TIRES

13x7 triple gold OG wire
wheels mounted onto
Uniroyal whitewall radials.



1985 OLDSMOBILE CUTLASS SUPREME

VEHICLE NICKNAME
Hurting Feelings

OWNER
Jose Trevizo Madrid

CAR CLUB
Unity Car Club

CITY
Phoenix, Arizona

ENGINE
350 small-block crate motor

INTERIOR
Jose and Irvin Madrid molded the custom dash and bucket seats with Garcia's Upholstery in Phoenix wrapping them in various shades of tan leathers.

BODY/PAINT
Irvin Madrid sprayed the car with a three-stage Gold pearl with Chavo adding accenting scrollwork as well as gold leafing.

SUSPENSION
Irvin Madrid and Jose installed a chromed three-pump Black Magic setup with four switches powered by six batteries activating the 8- and 12-inch cylinders.

WHEELS/TIRES
13-inch, 72-spoke cross-lace wire wheels by Ben Custom Wheels

MODEL PROVIDED
D. Hartfield



CAR MODEL
1985 CUTLASS SUPREME

HURTING FEELINGS

A HOMEBUILT CAR OF HIS DREAMS

BY HECTOR LEVYA

With more and more lowriders coming out of high-end custom shops, this particular build serves as a reminder of what being and building a lowrider really is. Lowriding is about the camaraderie and relationships forged during those late nights in the garage. Unless you have built one yourself you will never know what the lowrider lifestyle entails. “You

have to build your dreams,” Jose says, when asked as to why he did not have a shop build his car. He instead opted to build his car himself, in his garage, with the help of longtime friend Irvin Madrid.

With no HOA to worry about, Madrid got to work on the bodywork prepping the car for the three-stage Gold pearl found throughout the car. Chavo

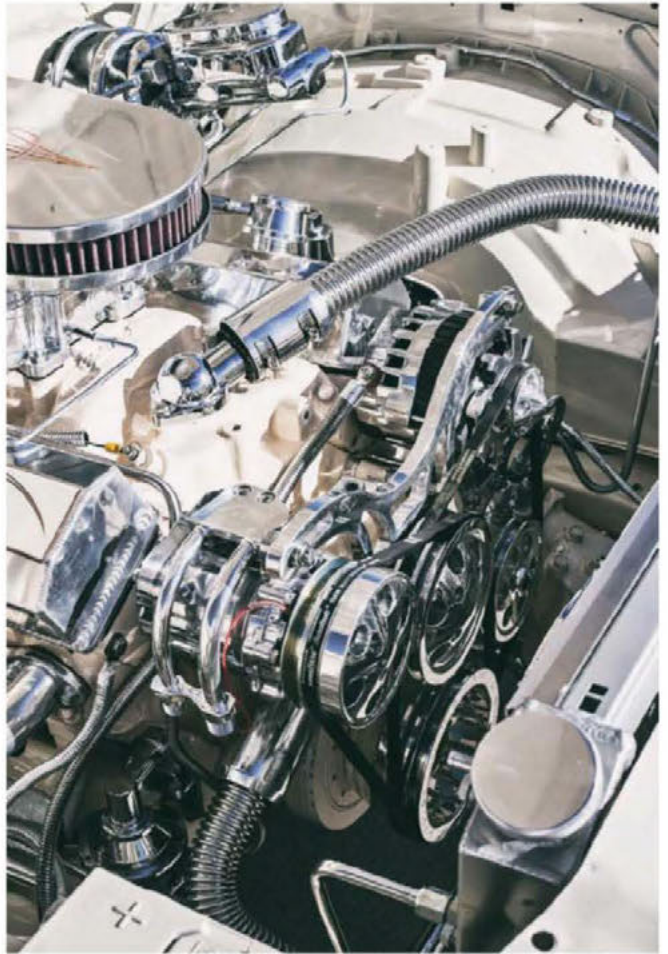
A self-employed build.

stopped by to add some accenting scrollwork as well as custom gold leafing. Meanwhile, Jose was busy with interior and exterior fabrications as well as the installation of a brand-new 350 small-block crate motor outfitted with chrome and billet accessories. With custom tubular suspension in place, it was time to drop in a brand-new chrome three-pump Black Magic hydraulic setup with four switches powered by six batteries activating the 8- and 12-inch cylinders. While Ben’s Custom Wheels was putting together the 13-inch, 72-spoke cross-lace wire wheels, Fernando Garcia, of Garcia’s Upholstery in Phoenix, was busy wrapping the interior with various shades of tan and Amber leather materials.

After long days and hot Arizona nights, this backyard lowrider build was ready to take on any competition. “A lot of people were part of this build,” Jose says, “but I would personally like to thank my family, especially my mom and daughter ... and of course, Irvin Madrid for all the hard work he put into this car.”



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HERITAGE WITH STYLE

2005 HARLEY-DAVIDSON FAT BOY

BY BETO MENDOZA



MOTORCYCLE
2005 HARLEY-DAVIDSON FAT BOY

"I remember wanting a lowrider after going through my cousin's LOWRIDER magazine collection. This was back in the early '80s when I was just a kid," Gerardo Jimenez, of Modesto, California, explains. It

wasn't until the '90s that he got his first lowrider, an '87 Monte Carlo. "I was still a young buck back then and didn't have enough money to invest and go all-out on it."

Gerardo bought this '05 Harley-

Davidson Fat Boy brand new at the Modesto Harley dealership. This time around he was grown and was financially stabled enough to go all out it. "I got the lowrider bug and I knew it was now or never," Gerardo





2005 HARLEY- DAVIDSON FAT BOY

OWNER
Gerardo Jimenez

CITY/STATE
Modesto, CA

NICKNAME
Brown Pride

ENGINE
Harley-Davidson TC/95ci with
Thunder Headers exhaust and
Performance Machine air cleaner

BODY/PAINT
Axalta candy beer bottle brown

SUSPENSION
Shotgun Air Ride airbags,
Performance Machine brakes

INTERIOR
Suede and vinyl

SOUND SYSTEM
Alpine deck/amplifier/front
speakers and Hertz rear speakers

WHEELS/TIRES
21-inch Sinister Fat Daddy
50-spoke rims in the front and
16-inch in the rear with Metzler
whitewall tires

CANDY ROOT BEER, SINISTER SPOKES, WITH A SHOTGUN AIR RIDE!

says. It wasn't until 2009 that he decided to go all-out on it. "I wanted to build it with a classy flavor that makes a point but without overdoing it." He began by tearing it down to the bare frame to have Mass Bros. powdercoat it. Kreative Koncepts in Modesto then used Axalta candy beer bottle brown to paint the bike. 4Zero8 Customs then airbrushed an eagle and snake on the fairing to represent the Mexican flag and Latina women with skulls in the 'bags. Carlos Salas Engraving put their touch on almost every possible chrome piece on the bike. Parts were then sent out to West Coast Chrome before Modesto Customs reassembled the motor. Fine Line Upholstery in Manteca, California, stitched the seat.

"This build is dedicated to our Brown Pride, our Latino heritage, and style," Gerardo says. ●



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TOP CADILLACS

BY HECTOR LEYVA





Family is a huge part of the lowrider culture, and it was everywhere to be seen at this event.



Lots of kids showed up to support the event.





With over a century of Cadillac history, Mike Lopez aka “Cadillac Mike” decided to create a platform where all the makes and models that helped turn Cadillac into a symbol of excellence, luxury, and American tradition could be showcased. Going on its fifth year, 2015’s Caddy Fest featured some of the industry’s top Cadillacs on display. Its new, bigger location offered aisle after aisle of original and full-custom cars.

Style Unlimited, Majestics, Maniacos, and Big Tymers were just a few of the car clubs out in full force showing off their latest Cadillac creations. The legendary Lifestyle Car Club displayed a few of their LOWRIDER magazine cover cars, such as Rick Ortega’s “Eyes Without a Face” and Bobby Flores’ “Cotton Caddy,” as well as the crowd favorite “Game Over” of Rollerz Only Car Club. TJ of



The Avenue Customs going “Le Cabriolet” in half a day!





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STYLE UNLIMITED, MAJESTICS, MANIACOS, AND BIG TYMERZ WERE JUST A FEW OF THE CAR CLUBS OUT IN FULL FORCE SHOWING OFF THEIR LATEST CADILLAC CREATIONS.

“The Avenue Customs” (located in Las Vegas) surprised the crowd by chopping the roof of a Fleetwood Cadillac and turning it into one of his signature, fully functioning convertibles. Throughout the day, attendees watched as TJ and crew sawed, grinded, and welded the convertible trim and rack into place. This free car show had it all. Attendees enjoyed vendors, such as Ojo Rojo, who was giving out samples of their delicious bloody beer mix. Along with Curious Entertainment bumping those classic old-school jams, Caddy Fest has turned into a “must attend” event. 🎵



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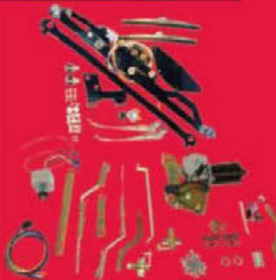
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CAR MODEL
1937 BUICK SPECIAL

THE WISH

A '37 BUICK SPECIAL AND A HANDBAG

BY HECTOR LEYVA



THE YEAR IN 1937

-Safety glass in vehicle windscreens becomes mandatory in Great Britain.
 -San Francisco's Golden Gate Bridge opens.
 -First NFL game in Washington, D.C.; Redskins beat New York Giants 13-3.
 -Mexico nationalizes oil.
 -1937 Buick Special comes off assembly line and represents the Antiques Car Club 78 years later.

1937 BUICK SPECIAL

VEHICLE NICKNAME
The Wish

OWNER
Noah Hipolito

CAR CLUB
Antiques Car Club

CITY
Azusa, CA

INTERIOR
L. Duran in Azusa installed a charcoal gray cloth with stitching mimicking that of its original factory specs and additional woodgrain accents.

ENGINE
Original '37 Buick with three-speed transmission

BODY/PAINT
Noah and team at L. Duran put down the Midnight Black paintjob.

SUSPENSION
L. Duran installed the custom Helix Airbag Suspension kit

WHEELS/TIRES
Painted 16-inch artilleries with Firestone wide whitewalls





In 1937, Buicks and Louis Vuitton bags were special. That same year Louis' son, Georges, died and with his death concluded the golden age of this now infamous-named brand.

No one could have imagined how a '37 Buick Special and a handbag would cross paths decades later. You see, Noah Hipolito of Azusa, California, owned

one of these four-door Touring Sedans before, but with an expectant wife he had to sell it to purchase a bigger home for his growing family. Never regretting the sale, but definitely wishing he would come across another Buick, he patiently waited for the right one.

Years passed and Noah found himself the proud owner of L. Duran

Auto Body Works in Azusa. He finally found the perfect '37 Buick to restore and the project was a breeze to complete because the majority of the work would be done at his own shop. From the Midnight Black paintjob and multiple coats of PPG urethane clear, to the charcoal gray cloth with stitching mimicking that of its original factory specs and additional wood grain accents, it was all in the palm of his hands. Noah and crew also installed a custom Helix airbag suspension kit and complemented the look with 16-inch artilleries and Firestone whitewall tires.

This '37 was completed just in time for his wedding day, where he gave it to his wife, Carmen, as a wedding gift. Knowing the sacrifices her husband had made for them over the years she told him he could keep the Buick in exchange for a vintage Louis Vuitton bag. Without hesitation, Noah was off to the nearest LV store to seal the deal. "I got my Louis and still have my car," Carmen says with a smile. ●



This sports sedan featured a new creased roofline that proved to be a favorite amongst lowrider enthusiasts.





WHAT'S OLD IS NEW AGAIN
WITH THIS "LAST STAND" RIVI

BY PHIL SCHWARTZE | PHOTOS BY BETO MENDOZA



COME FOR THE ROAD

If we asked for a show of hands from everyone we talk to about how many of them regret having to sell a certain car, we'd see more hands than when the teacher asked which of us wanted to be excused to recess early. We've all had that one car that stuck with us above all others, for some reason. Many of

us only have memories to remind us what it was like, but there are others who are determined to shell out the dough to relive the experience. Carlos Leos' love affair with his '67 Riviera had persisted long after he sold it. Then he was able to snap up another and it was déjà vu all over again.





1967 BUICK RIVIERA

VEHICLE NICKNAME
Achilles Last Stand

OWNER
Carlos Leos

CITY/STATE
Los Angeles, CA

CLUB
Groupe

ENGINE
Stock 430 V-8 and automatic trans

BODY/PAINT
Bodywork and House of Kolor Candy Tangerine paint by owner, Burrito, and Fabian; pinstriping by Danny D; shaved emblems; 42-inch sunroof

SUSPENSION
Two Homies pumps, four Delta dumps, six solenoids, four batteries, and 8-inch cylinders

SOUND SYSTEM
Pioneer 6x9s in the back, 5-inch front, Sony Xplod 10-inch subwoofer

INTERIOR
Tan tweed by Pancho

WHEELS/TIRES
14x7 Truespokes / Premium Sportway 5.20s



PILLAR OF STYLE

Buick originally began giving existing car models the Riviera name to designate a pillarless hardtop. It began with the Roadmaster and also encompassed the Super and Electra models until the Riviera became its own model in 1963. They were introduced with one of Buick's famed Nailhead motors until 1967 when the Nailhead was discontinued and the 430 was introduced, which only had a three-year production run. The '67 version had a monstrous 211-inch wheelbase and weighed approximately 4,200 pounds. A bevy of safety features were thrown onto the '67 version, including an energy-absorbing steering column, non-protruding control knobs, four-way hazard lights, locking seatbacks, shoulder belt anchors, and a dual circuit hydraulic braking system. The Riviera was finally discontinued in 1999 and although concept cars to revitalize interest in the model have been debuted, Buick has not made definitive plans to bring the model back into production.

After Carlos' neighbor located a rough but running '67, Carlos took it home and began the teardown. Since this is one car that came from the factory looking good, Carlos opted not to deviate too much from stock configuration. Underneath, the hydraulic setup consists of two Homies pumps, four Delta dumps, six solenoids, and four batteries with 8-inch cylinders at all four corners. The original Wildcat motor and automatic trans were rebuilt. It's all riding on 14x7 Truespoke

This Buick was sporty and luxurious.



LOWRIDERDELUXE





wheels with 5.20 Premium Sportway rubber.

As an auto painter by trade, Carlos and his two buddies Rudy, aka "Burrito," and Fabian took the car down to bare metal, shaved the emblems, painted it in a brilliant House of Kolor Candy Tangerine, added ghost patterns, and metalflaked the roof, which was also given a 42-inch moonroof by Carlos' friend Juan. Danny D did up the car with his custom pinstriping, and the finished product definitely

does the old Rivi justice.

Inside the interior was kept true to original with tan tweed with upholstery on the seats by Francisco, aka "Pancho" (RIP), and Carlos took care of the door panels, headliner, and dashpad. A Pioneer head unit and speakers, along with a Sony Xplod subwoofer brings the sounds into the modern age and installed by Little George.

When going into the build, Carlos wanted to prove to himself that he

Retractable headlights and a body style to kill for.

had one more in him. Since he believes this may be the last car he ever builds, he gave it the name "Achilles Last Stand." If it is in fact his last build, the effort truly speaks for itself. He'd like to send thanks to his wife and kids for putting up with his build and Burrito and Fabian for their help (and headaches) throughout the process. We hope to see all 430 ci of it tearing up the road until he has an epiphany and decides he isn't quite done yet and it's time to build another car. 🚗



GLAMOUR AND GLITZ ON JACKSTANDS ...

For almost a couple of decades now, Las Vegas has been the home to the baddest, custom-painted, gold leafed, and chrome undercarriage creations displayed in the ultimate showdown. Every year, thousands of lowrider fanatics continue to flock to the High Roller City to see the real “Glamour and Glitz” of Las Vegas. The Lowrider Super Show brings out the best of the best! Every car club is challenged to bring out only their elite rides to be showcased at this one-of-a-kind show. Turntable displays, plush carpeting, show signs, and mirrors, can only complement some of the top unimaginable builds that compete for the top honor awards.

This year's 2015 Super Show saw the level of quality custom and traditional car builds rise up again, almost as like a tradition that is expected annually. It was the year of the '58s, where we saw a '58 Nomad wagon dramatically become an El Camino and another '58 sporting a ZL1 Supercharged crate motor under its hood. Down the aisle appeared another radical gold convertible '58 Impala, which eventually took home the coveted Lowrider of the Year Trophy.

There were so many one-off classic and custom lowriders indoors and outdoors that just about anyone who had a cell phone in hand became a professional photographer or videographer. Though there was an eye-catching glass roof, frontend tilted forward Regal, and a magenta flaked “Top Notch” '61, what became more noticeable at this show was the influx of bombs. There was a quantity of quality, mint, and full-custom conditioned Chevy Fleetlines, Master DeLuxe, Buicks, and Pontiacs on display and all over the place.

Also growing in exhibit attendance is the custom culture of lowrider-styled motorcycles that came in droves rumbling into the show. In recognition of this growing phenomenon, that mirrors the images of their four-wheeled counterparts by way of custom paint, whitewall tires, spoke wheels, lowered and chrome accents, Harley-Davidson was a Super Show Sponsor, as they contributed also in support along with a huge indoor



The return of Trokita Loca.

Artistically displayed.



THE LOWRIDER SUPER SHOW LAS VEGAS

BY JOE RAY | PHOTOS BY BETO MENDOZA & HECTOR LEYVA



*Radical
rides.*

*A crowd of
photographers.*





V-Max LSA supercharged five eight.



The excellence award: Erik Westerman and his proud muralist Alberto Herrera.



display of bikes. They also gave out gifts and awards to their loyal riders.

Lowrider fans from all parts of the world attend this show, almost as if it were a holiday event. They come to see the Glasshouse Caprices, the Tri-Fives, '60s model Impalas, Buick Rivieras, Cadillac convertibles, G-bodies, and LTDs. There were a few "dare to be different" rides that caught the eye, like a few Packards, a baby '55 T-bird, and a Lincoln Mark 3. Just about every traditional car club was represented in theme-printed anniversary T-shirts or embroidered logo stitching on Dickies work shirts. The Majestics, Good Times, and Uso Car Clubs were represented by numerous cities throughout the U.S. and beyond. The Dukes, Imperials, Oldies, Lifestyle, Groupe, Impalas, Rollerz Only, Los Angeles, Stylistics, Antiques, and the Clique Car Clubs were there in masses, but the one who was a car club all by himself, and made his presence felt throughout the show, was Lowrider Hall of Famer Kita Lealao, who was the most loved and appreciated man there. Knowing that Kita made a visit made this show perfect and complete.



Harleys are making a rumble on the lowrider scene.

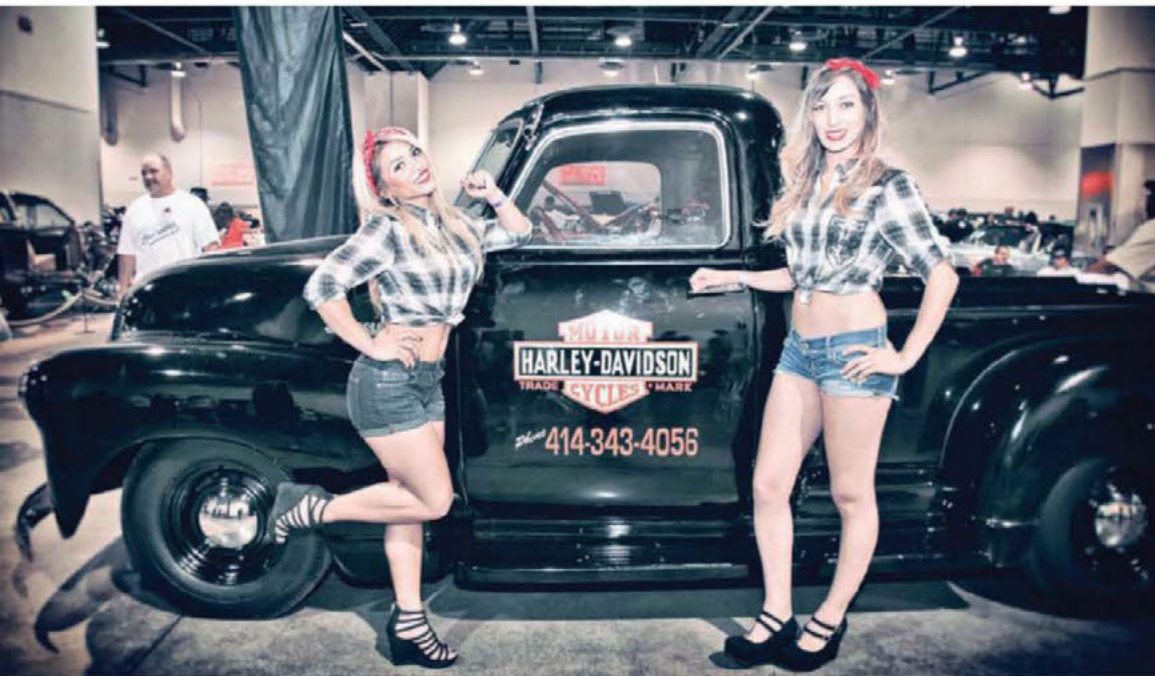


Abel Zavala from Imperials with his trophy for Traditional of the Year.



Newly crowned Lowrider of the Year Chris Roark's '58 Rag.





Show sponsor Harley-Davidson had a huge presence.

Show sponsor Logos Two.

There were mariachis, on-stage rap stars, an Invitational Hopping Contest, and novelty booths throughout the show. Hoppos Hydraulics and Crazy Kutting, along with DGA T's were the Lowrider sponsors who had continuous crowds gathered amongst their merchandise all day long. LOWRIDER Ultimate Car Care Products were given away to many of the owners of show cars throughout the venue so that they could compare and eventually replace their old wax and cleaners that can't match up to this LOWRIDER licensed and guaranteed better result products.

LOWRIDER photographer Beto Mendoza walked the miles of aisles for three days snapping away at this Super Event. There were other photographers on the scene to help with coverage of this Show as well, from Stephanie Bueno, Sara Silva (Wifey), Hector Leyva, Volo, Fernando Deanda from Texas, and veteran photographer Takashi himself, who has never missed a Super Show as long as he's held a camera. To witness the entire show's experience and enter to get your free ticket go to www.lowridermagazine.com.

Ridiculous time, hard-earned work, and money went into this show and you can place your bets in Vegas that next year's stakes will be higher again, as this lowrider game has no limits—just ask our judges who have to sift through every detail and eventually decide on a single winner for every category, when they know everyone deserves a First Place award. See you next year!

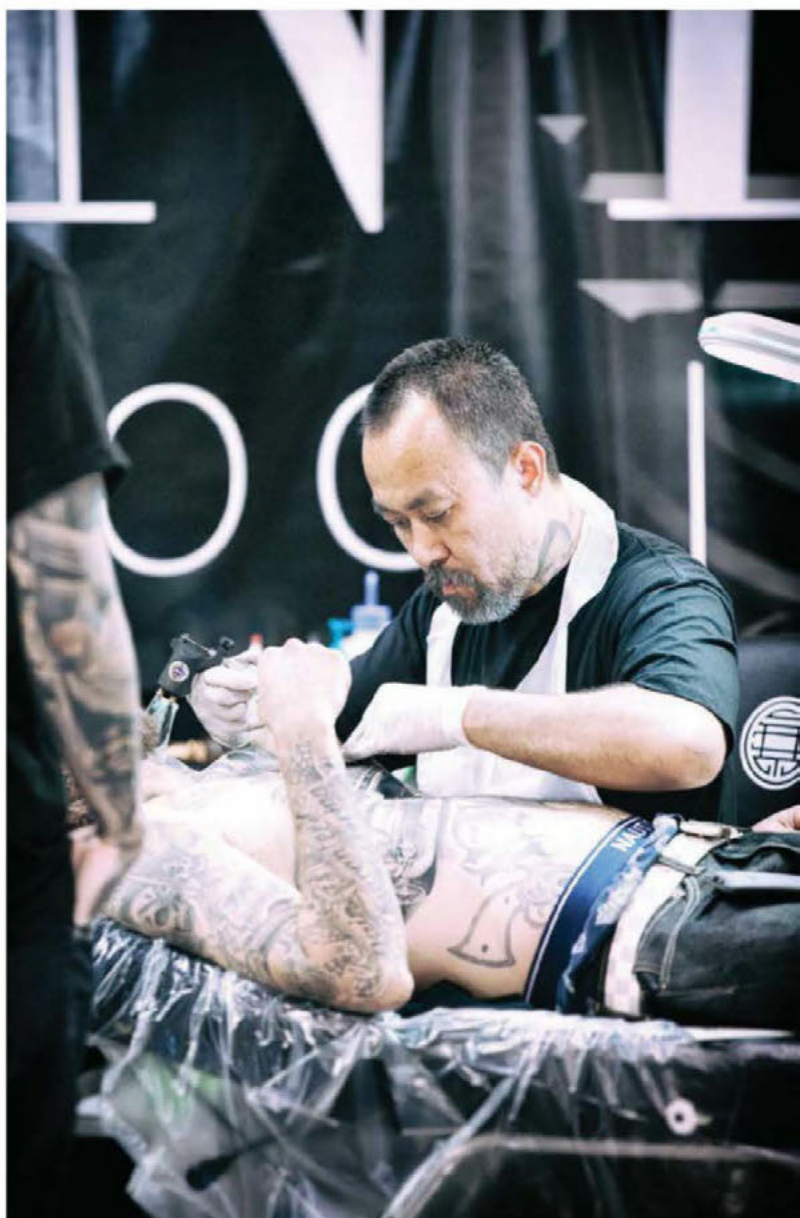


LOWRIDER Car Care and model Ava Marie.





"LOWRIDER FANS FROM ALL PARTS OF THE WORLD ATTEND THIS SHOW, ALMOST AS IF IT WERE A HOLIDAY EVENT."



Check out the rides and get some ink!

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LOWRIDER EXCELLENCE AWARD:

Erik Wisterman and his '62 Chevy Impala

ORIGINALS

Original of the Year: Jesse Lopez of Traditionals Car Club and his '59 Chevy Impala

Second Place: Manuel Rojas and his '62 Chevy Impala

Third Place: Porfie Maldonado from Oldies Car Club and his '37 Chevy Business Coupe

TRADITIONALS

Traditional of the Year: Abel Zavala of Imperials Car Club and his '64 Impala Super Sport

Second Place: Rudy Trevino of Pegasus Car Club and his '59 Chevy Impala

Third Place: Cynthia Camarena of Winos Only Car Club and her '57 Chevy Bel Air

TRUCKS

Truck of the Year: Raymond Garcia and his '83 Chevy S-10

Second Place: Chema Garcia of Nokturnal Car Club and his '03 Lincoln Navigator

Third Place: Sal Sierra of Royalistics Car Club and his '36 Chevy

BOMBS

Bomb of the Year: Chris Melendez and his '51 Chevy DeLuxe

Second Place: Jaime Esquivel of Oldies Car Club and his '37 Chevy

Third Place: Martin Maldonado from Oldies Car Club and his '48 Chevy

LOWRIDER OF THE YEAR

Lowrider of the Year: Chris Roark of Traditionals Car Club and his '58 Chevy Impala

Second Place: Bobby Garcia from Goodtimes Car Club and his '87 Cutlass Supreme

Third Place: Jesse Saldona of Thee Artistics and his '65 Chevy Impala

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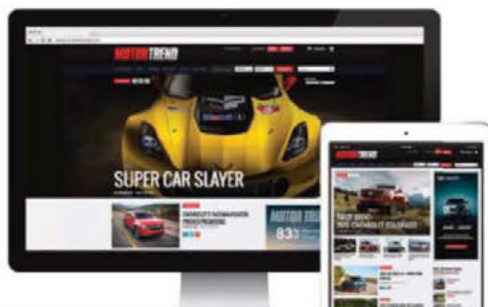
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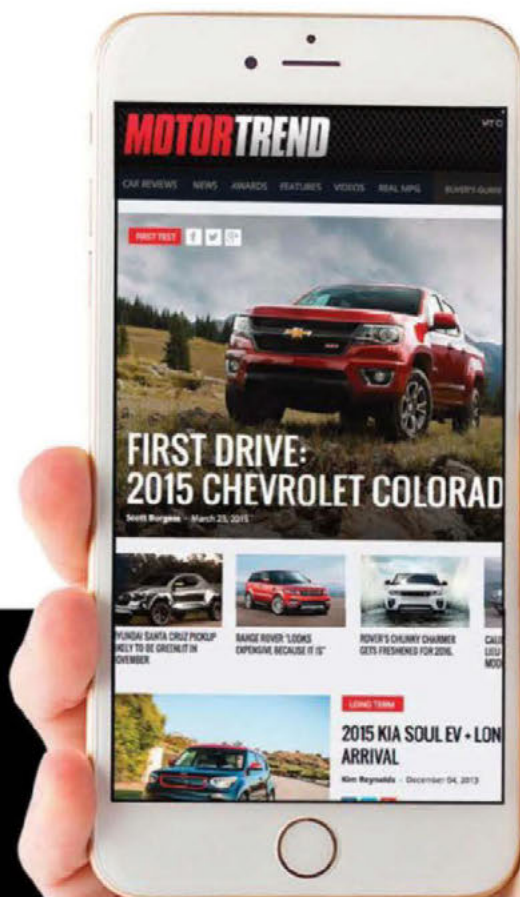
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BUILT TO CREATE MEMORIES

BY BETO MENDOZA

SUN BREAK

CAR MODEL
1964 CHEVY IMPALA



My Pham (My is his first name) from Seattle built Hondas in his earlier years. "My dad showed me how to work on cars when I was 15. My buddies then started bringing their cars over and I would help them work on them. I used to work on Hondas, muscle cars, basically anything I could get my hands on, but my real

passion was lowriders." His interest for lowriders started when he first saw a lowrider hitting back bumper in front of his high school. The thought of building himself a lowrider was always there but he never thought that he would be able to afford it, until a member of Eazy Duz It gave him a great deal on a '64 that was in pieces

Eazy Duz It Car Club "high rolling" in Vegas.

and had no interior or motor.

At the time of purchasing the '64, My and his wife Nora Yem were expecting a baby girl. "It was difficult managing my time between building a car and starting a family. For 3½ years I would wake up early and stay up late. I had a goal to get the car done by a certain time and I made that goal."





His daughter's name is pinstriped on the dashboard.





1964 CHEVY IMPALA

VEHICLE NICKNAME

Sun Break 64

OWNER

My Pham

CITY/STATE

White Center, WA

CLUB

Eazy Duz It

ENGINE

350 create motor with Tuff Stuff chrome alternator, March Performance brackets, Hooker Headers, Edelbrock carb, Edelbrock intake, SBC double-finned oval air filter, SBC finned valve covers, aluminum radiator, and a red-top Optima battery.

INTERIOR

Ciadella interior kit

SOUND

Retrosound head unit, Alpine mids, and Phoenix Gold amps

BODY/PAINT

PPG Corona Cream

SUSPENSION

The suspension received a reinforced Toyota rearend, 1.5-inch extended A-arms, Y-bone, partial frame reinforcement, and disc brake conversion before Keo Sanh installed the four Pesco aircraft pumps, four Adex, eight Accumax solenoids, 8-inch front/14-inch rear cylinders, and six deep cycle batteries.

WHEELS/TIRES

72-spoke 13x7 Dayton with Premium Sportway 5.20s

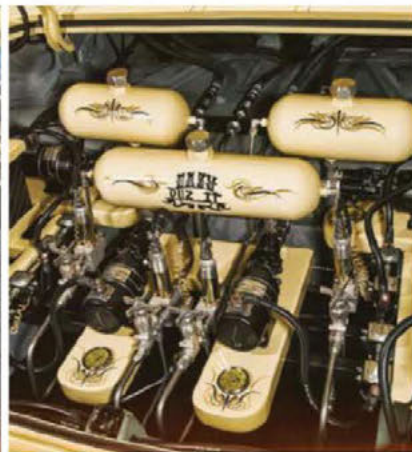
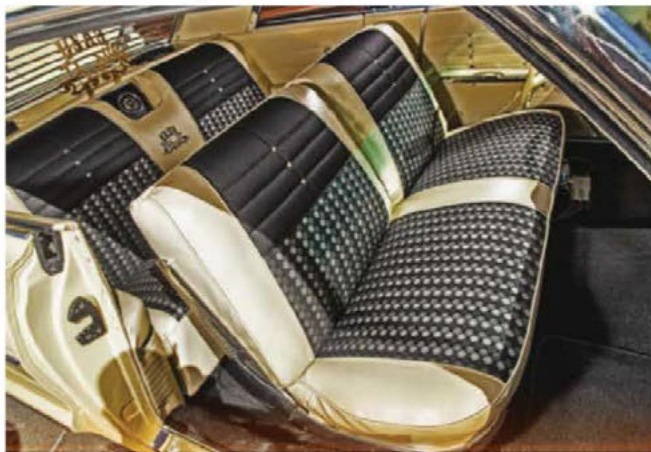
When he got the Impala, it was all torn down and in pieces. With limited knowledge of classic Chevys, he used another club member's '64 as a reference to figure out where the pieces went. With the help from Ted, My finished up the bodywork and had Simon Chan spray a Corona Cream paint on it while Chavo from Arizona striped it. Amos Upholstery in Arizona installed the interior kit. The highlight of the '64 is the Pesco setup that was installed by fellow club member Keo Sanh. "The '64 had a real classy OG look, so I wanted to build the setup that would complement it," Sanh explained. "Getting the Pesco setup working

and seeing the car come together was real memorable for me but not as much as seeing how building this car brought my family and friends together," My says.

To some, it may sound selfish that My spent so much time building a car while having a newborn. "I built it for my daughter Skyla, so that we can build memories of the two of us cruising in the car. I added her name to the dash of the car so that she can always be by my side while cruising." This was his first lowrider build but not his last one. "I feel that now I can build one better than this one and I'm planning on building many more lowriders throughout my lifetime." 6



Corona Cream paint is complemented nicely with this interior package.





CAR MODEL
SLAMMED OUT PEDAL CAR

LOWRIDERKONNECTED

ESTABLISHED 1977

LA RANFLITA

DAD AND DAUGHTER BUILT

BY VOLO

At just 11 years of age, Charyssa Padilla, of Phoenix has already accomplished what many adult men could dream of: getting a custom lowrider finished and featured in LOWRIDER Magazine! Of course, it wouldn't have been done without the help of her loving father, Danny, and his connections with the right people in the custom car scene.

Charyssa explains that she has frequently been with her father, whether he was in the garage working on his '59 truck or when he was at the Otra Vida Car Club functions. Being around the lowriding lifestyle not only created a special bond the two have ultimately shared together, but it allowed her to learn about responsibility, patience, and the trials and tribulations associated with building a cool custom ride.

Charyssa says that the build on her lowrider, a slammed blue pedal car, took about 10 months. Dad knocked out the body modifications, while Pete at Pete's Auto Body in Phoenix finished up the metallic Belize Blue paintjob. The famous artist, Chavo, of Chavo's Pinstriping, also in Phoenix, laid down the fine lines of pinstriping and silver leafing. David Sanchez of Dave's Auto Body & Upholstery in Phoenix stitched up the gray vinyl and blue velvet plush seat. Mike at

Kerr West took care of the chrome plating needs while Swings Engraving complemented it with some elegant engraving.

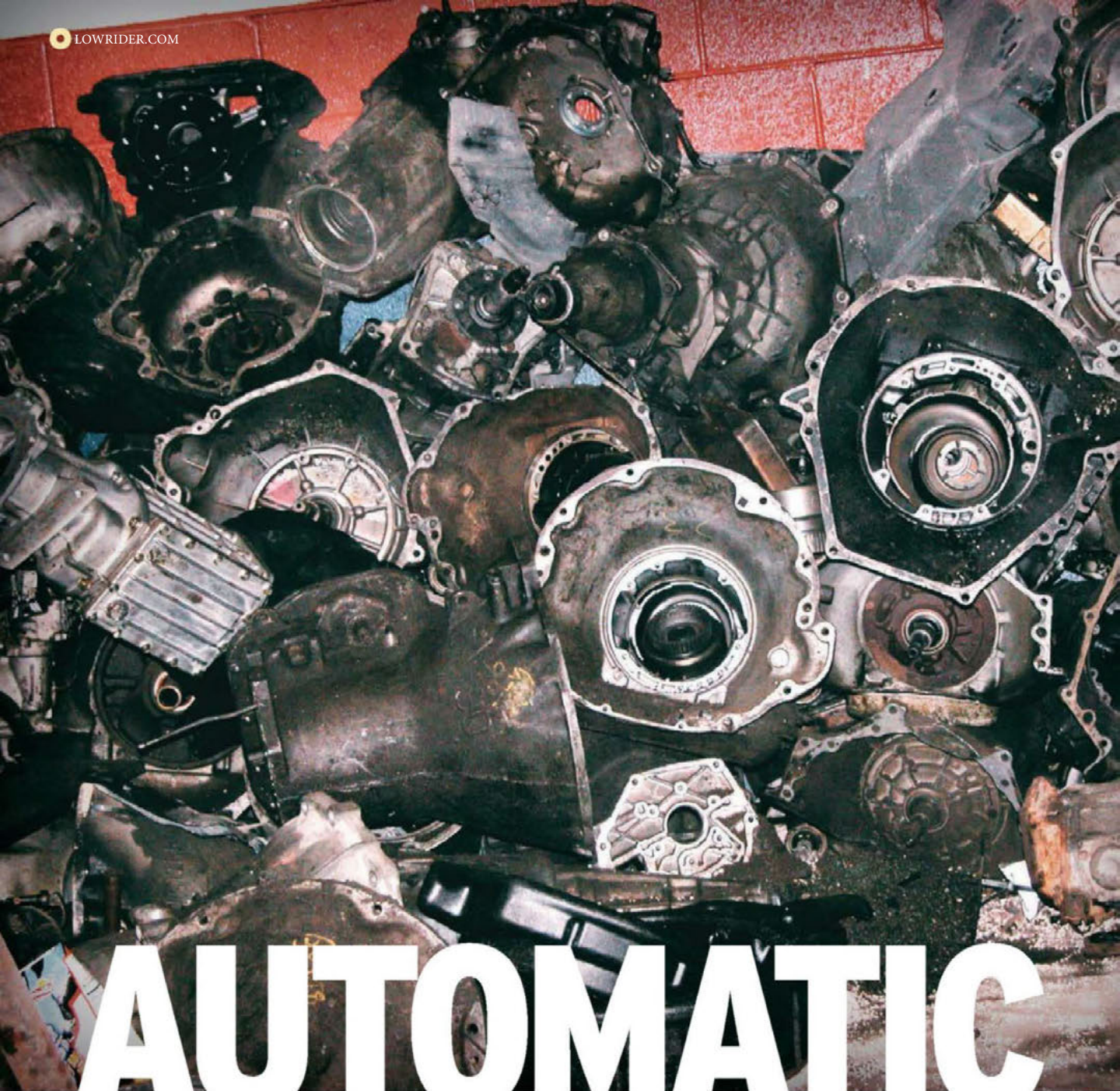
Father and daughter searched high and low for just the right accessories, which included working headlights and taillights, a custom front grille, bumpers, chain steering wheel, continental kit, dashboard with gauges, and fender skirts.

Charyssa says now that her one-of-a-kind custom car is complete, she proudly has it on display at the

car shows and she'll even bring it along to the car club get-togethers and cruises. She thanks God and her family for their help and support, but in particular, her biggest thanks go to her father for all the hard work he put in to building up this little cruiser with simply big impressions. Charyssa also sends out thanks to Otra Vida Car and Bike Club, Dave's Auto Body & Upholstery, and a big "thank you" to Dave Sanchez for providing some building space for La Ranflita at his shop. 🚗

Custom paint, silver leafed, and a velvet interior for this one-of-a-kind pedal pusher.





AUTOMATIC ANSWERS

WE EXPLORE 7 COMMON QUESTIONS AND MISCONCEPTIONS
ABOUT AUTOMATIC TRANSMISSIONS

BY BARRY KLUCZYK | PHOTOS BY BARRY KLUCZYK & COURTESY OF THE MANUFACTURERS

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Forget things like nuclear power, lasers, and freeze-dried ice cream. When it comes to back-engineered alien technology, the automatic transmission is a marvel of seemingly otherworldly intelligence. General Motors introduced the first Hydramatic transmission in the '40 Oldsmobile. That was seven years before the Roswell incident, but who knows? Maybe flying saucers had been buzzing around Detroit the previous decade and the one that supposedly crashed in New Mexico simply burned up a couple of clutch bands in its intergalactic slushbox.

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The Turbo 350 (top) and the Turbo 400 (bottom) are the quintessential GM automatic transmissions. Both are three-speeds, but the Turbo 400 is physically larger and designed more for the torque capacity of big-block engines.



A mainstay of drag racers decades after it went out of production, the simple, durable two-speed Powerglide continues to send drag racers down the strip.



The 4L60 series is the 350 small-block of overdrive transmissions—it fits everything and is durable and economical.



The 4L80 family is the choice for big-block engines and has its roots in the Turbo 400.

Amazingly, the basic design of the modern automatic transmission hasn't changed much from the early Hydramatics introduced 75 years ago—and they're still the source of confusion and apprehension among enthusiasts who view their workings and performance nuances as a black art.

There's not enough room here to explain everything about the design, operation, and performance capabilities of automatic transmissions, but in this series of explanatory features, we answer some of the most common questions and explain the more misunderstood aspects of GM automatic transmissions and related performance features.

Don't worry. There are no alien probes involved.

1. IS THERE A BIG DIFFERENCE BETWEEN A TURBO 350 AND TURBO 400—AND WHICH ONE DO I WANT?

They are completely different transmissions. The Turbo 400 is larger, longer, and heavier than the Turbo 350 and was designed to live behind higher-torque applications such as big-blocks. That doesn't mean the Turbo 350 is weak in comparison. In fact, with all of the enhancements from companies such as TCI Automotive, Performance Automatic, and Hughes Performance, both transmissions can be built to match very high power levels. When it comes to picking one for your vehicle, we'll always side with lighter and smaller whenever possible. You'll also want to consider what type came originally equipped in the car. Changing to a Turbo 400 in an original Turbo 350 car will require mounting/crossmember modifications and likely a shorter driveshaft. If you're worried about the ultimate strength of the transmission, consult one of the transmission specialists for upgrades.

2. WHY IS THE POWERGLIDE TRANSMISSION SO POPULAR IN DRAG RACING?

In the high-tech 21st century, it seems antithetical that racers would rely on an archaic, two-speed automatic gearbox, but there are several good reasons: simplicity, low inertia,

and versatility. The simplicity of the Powerglide makes it easier and faster to work on, while contributing to lower weight than three- and four-speed transmissions. Only two gears means less inertia is required to spin it, too, which translates into more power getting to the pavement. As for versatility, there are tons of available First gear ratios that make it easy to tailor the trans to the rest of the engine and drivetrain elements—and a big-torque engine doesn't need numerically high gear ratios to get the car launched, so the simple Low and High gears are ideal for a quick blast down the strip.

The Hydramatic 200-4R (shown) is a good swap choice, but isn't as easy to find as a 700-R4.



3. WHICH IS BETTER: THE 200-4R OR THE 700-R4?

This is one of those questions akin to asking who in your town makes the best pizza. Everybody has an opinion and they're not necessarily wrong. The 200-4R was introduced in 1981 and its design roots lie in the Turbo 350. In fact, its overall size and length are comparable to the TH350, which makes swapping one comparatively easy into a vehicle originally equipped with the Turbo 350. The rear crossmember has to be relocated, but the original driveshaft can be retained. The 700-R4 debuted in 1982 and was renamed 4L60 in 1990. It offers comparable performance characteristics to the 200-4R, but it's a longer transmission and a swap into an older vehicle requires a new crossmember and a shorter driveshaft. In the 700-R4/4L60's favor is economy of scale. They were made in the millions and for much longer than the 200-4R, so used examples are plentiful and cheap. The 200-4R is getting a little harder to find these days.

4. WHAT ABOUT THE 4L60 SERIES OVERDRIVE TRANSMISSIONS? ARE THEY BETTER THAN A 700-R4?

See #3 above. The 4L60 and the 700-R4 are the same transmission. General Motors changed the name in 1990 to 4L60 as part of a new naming convention that continues today. The 4 stands for four-speed, the L stands for longitudinal (i.e., the north/south orientation of the powertrain in a rear-drive vehicle), and



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MONTHLY TECH TIP



Spark Plugs

REPLACING OLD, WORN-OUT SPARK PLUGS

For this month's Tech Tip, the folks at E3 Spark Plugs want you to make sure that when you are changing out your plugs you use proper tools to install your spark plugs, a $\frac{5}{8}$ - or $\frac{13}{16}$ -inch spark plug socket. Also be sure that the socket is sitting correctly on the plug before applying torque. Incorrect tools or crooked tools could crack the spark plug.

Always be sure your hands are clean of grease and grime before handling your new plugs. Grease or dirt on the top of the spark can result in carbon track or flashover. What does this mean? Misfires, rough engine operation, and headaches!

When you're done replacing your old worn-out plugs with E3 Spark Plugs, inspect all parts of the ignition system for wear or damage (spark plug wires, ignition coil, distributor cap, rotor button). If any of these components are damaged be sure to replace them or they may cause problems for your new plugs.

For any or more info on how E3 Spark Plugs DiamondFire Technology can increase performance and reduce engine emissions for your special ride, log onto www.e3sparkplugs.com.

GM's electronically controlled transmissions take their gear-change commands from a stand-alone controller and require a separate, aftermarket converter to work with mechanical speedometers.



Shift kits basically reduce the mushy feeling built into a production transmission for smoothness, adding snap to the gear changes for a firmer, more positive feel. Reducing slippage can also prolong the transmission's life.



The maze of channels in a valvebody directs fluid that controls the valve actuation for each gear change.

60 stands for the relative torque capacity. Some suggest pre-'87 700-R4 transmissions are more problematic than later editions, but that's not a universal belief. Higher-torque versions of the family include the 4L65E and 4L70E, which have five-pinion gearsets versus the 4L60's four-pinion design, for enhanced

strength.

5. WHAT ABOUT THE 4L80 SERIES?

Just as the 200-4R was an extension of the Turbo 350, the 4L80, which was introduced in 1991, was developed on the Turbo 400 architecture. That means it has a different case design and dimensions and is



A manual-control valvebody eliminates the automatic gear changes in an automatic trans—designed for the strip.

When clicking through the gears with manual control, a reverse-pattern valvebody can be more intuitive and prevent inadvertently shifting into Neutral.



not simply a high-torque extension of the 4L60—although the families are surprisingly close in overall length and width. And like the Turbo 400, the 4L80 was designed for higher-torque applications. Consequently, it is heavier than the 4L60.

6. WHAT'S THE DIFFERENCE BETWEEN THE 4L60 AND 4L60E—AND 4L80 AND 4L80E?

The “E” versions of the 4L60 and 4L80 series transmissions are electronically controlled, meaning a powertrain control module directs solenoids inside the valvebody to activate the valves, compared to the completely mechanical operation of the non-E versions. Using the E versions in an older car requires a complementing controller. The E versions also use an electronic speed sensor to relay information to the speedometer. Signal converters are available to adapt the electronic output for use with conventional mechanical speedometers.

7. WHAT IS THE TRANSMISSION'S VALVEBODY?

It is the nerve center of an automatic transmission. It's basically a maze of channels and passages that funnel hydraulic fluid to various valves that, in turn, activate the appropriate clutch pack or band servo. Each valve has a specific job, such as activating the upshift from Second gear to Third gear, while another valve controls the downshift from Third to Second. With a computer-controlled transmission such as the 4L60E, electronically activated solenoids are mounted in the valvebody and direct fluid to the clutch packs or bands. ●

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COOLIN' OUT

STORY BY JOE RAY



LOWRIDERGARAGE

ESTABLISHED 1977

[PERFORMANCE]

IF YOU'RE PLANNING ON INSTALLING AN A/C UNIT IN A CLASSIC CAR WITH AN LS TRANSPLANT, GET FAMILIAR WITH THE NAME LSX CONCEPTS.

If you perform an LS swap in an older classic it may look like you've got plenty of room, but dig a little deeper and you just may encounter problems—especially if you're planning on running air conditioning. While there's plenty of room all around the motor, the stock mounting location for an A/C compressor (which is on the bottom) will most likely interfere with your frame.

To address and answer that problem, LSX Concepts has engineered an easy-to-install, high-mount A/C bracket system.

This simple, clean, and cost-effective solution delivers correct belt alignment, factory stability, and great custom styling. Each of their brackets are water-jet profiled and CNC milled and drilled for a precision fit. Designed by a staff of racers, their brackets are made from 6061-T6 aluminum, and their kits are compatible with your junkyard

Continued on page 81.

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MONTHLYTECHTIP



BY AXALTA COATINGS SYSTEMS

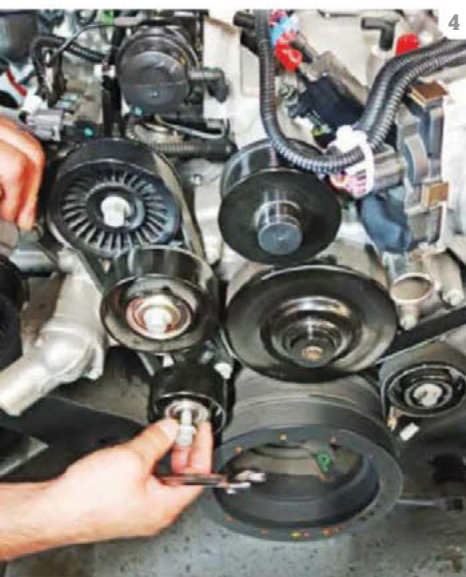
CLEAR, SAND, AND BUFF IN TWO HOURS!

This month's Axalta Paint Tip is for all you painters who don't have the convenience of a spray booth heater or are just plain impatient to get to the final paint finish results. Axalta LE 5600 productive "air dry" clearcoat is a special clearcoat that you can use without needing heat from a spray booth. There are a lot of painters out there who don't have the comfort of baking capabilities and if you do happen to have those comforts this is something that will help you save on your gas bill over a longevity of time. Other benefits from this clearcoat product is that the dry time is amazing as well as being dust free in just 10 minutes. You can also sand and polish your finished product in just two hours. It's pretty simple to cover too as you spray it out of a 1.2 to 1.4 spray gun tip size. Spray two medium wet coats continuously without flash time on multiple panels. This will help you prevent less dirt trapping between coats. This clear can be used especially for collision repair shops or custom shops. Right after two hours of clearcoat applications on multiple laid-out patterns of color, you can smooth down the hard lines with 800- to 1,500-grit sand paper. To get the job done quality quick, get your hands on Axalta LE 5600 Clearcoat.



For more technical advice please feel free to contact Axalta's product specialist Steven Chaparro at steven.c.chaparro@axaltacs.com.





BEFORE WE BEGIN HERE'S A FEW TIPS:

- 1.** Before removing anything, snap some pictures with your phone to note the original hose and belt routing. This may come in handy if you decided to remove the kit.
- 2.** Do not install the pulley onto the tensioner until instructed to do so.
- 3.** You can install the tensioner puck four different ways but use the one recommended in your instructions.
- 4.** Test-fit all parts before applying Loctite to the tensioner bolt.
- 5.** Do NOT remove the tensioner without

removing the idler pulley.

- 6.** Have a torque wrench handy to make sure that you have all the bolts correctly tightened.

SPECIAL NOTE:

If you are installing this unit on a lowrider, and find that the A/C compressor runs close to the hydraulic cylinders, be sure to cycle your cylinders to make sure that they do not rub on the A/C compressor when fully lifted or laid. As for us, our install did NOT require the shaving of the A/C bolt tabs. This was a complete bolt-on unit.



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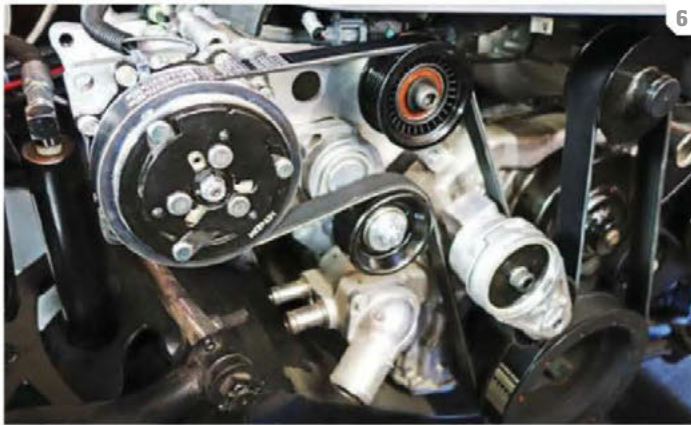
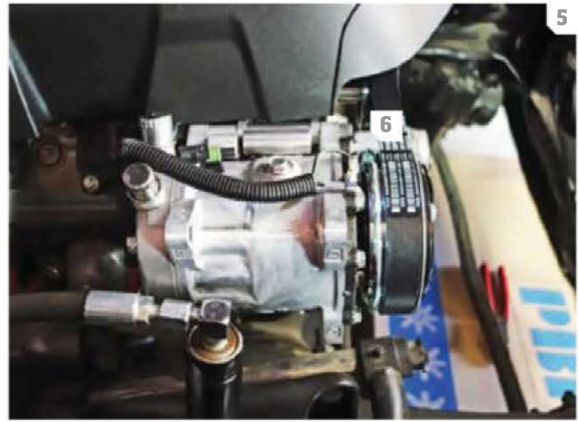
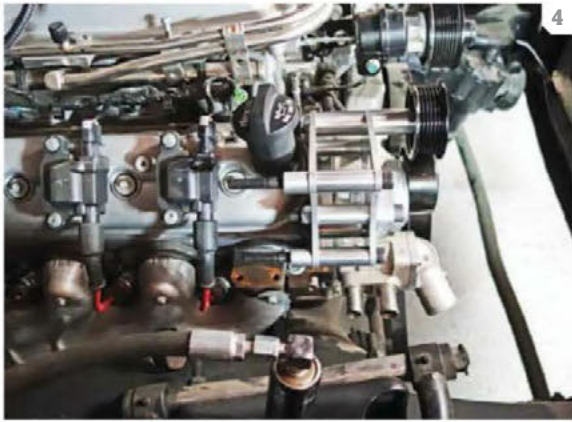
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For project "Helldorado" we purchased the LSX bracket, PN 10005LSA. The kit comes pretty much complete, with the

exception of your A/C compressor, as well as an eight-rib serpentine belt. The instructions included in this kit are both extensive as well easy to follow, so we suggest following their recommended steps.

For this particular tech piece, we will go over the basic steps for this install, but following the supplied instructions is really easy and highly recommended. While the installation can be done with some mechanical prowess and tools, we opted to have Jessie at Custom Dimensions install the unit. 

7

WITH THAT DONE AND OUT OF THE WAY, HERE ARE THE BASIC STEPS REQUIRED TO INSTALL THIS KIT:

1. For starters, begin by removing the intake or any other engine components that may interfere with access to your pulleys and belts. For this particular install we began by removing the engine cover as well as the AIRAID intake system.
2. Begin by pulling back the spring-loaded tensioner pulley to remove pressure from the belt.
3. From there remove the belt and the remove the two tensioners and the idler. Once those have been taken off, remove the idler bracket.
4. Assemble the LSX front and rear brackets as shown in the diagram and keep all the bolts loose. For this step you will also be using the pulley from the Corvette tensioner.
5. Once complete, attach the bracket assembly to the passenger side cylinder head.
6. Attach the A/C compressor.
7. Torque all 10mm bolts to 25 lb-ft
8. Install serpentine belt.
9. Attach all necessary lines, charge the system, and enjoy the chilled air.



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STORY BY JOE RAY

SANDBLASTING THE RUST OFF A '54 GMC

BLASTING AWAY AT A BOMB TRUCK



LOWRIDER GARAGE

ESTABLISHED 1977

[COSMETICS]

Sandblasting is the word that is used to describe the act of propelling very fine bits of material at a high velocity to clean strip a surface from paint, body filler, rust, or anything else that is clinging to it. Millenium Powder Coating in El Monte, California, has been blasting away at automotive, industrial, and commercial metal and steel materials probably since rust first existed. From complete car bodies, chassis, and frames, they also specialize in wrought iron and patio furniture, too.

For most sandblasting places of business, sand used to be the most commonly used material, but since the lung disease silicosis is caused by extended inhalation of the dust created by sand, other materials are now used in its place. Any small, relatively uniform particles will work, such as steel grit, copper slag, walnut shells, powdered abrasives, even bits of coconut shells will do. Due to the dangers of inhaling dust during the process, sandblasting at Millenium is carefully controlled, using an alternate air supply, protective wear, and of course proper ventilation.

We trailered over the LOWRIDER Project "Bomb Truck" cab to have the decades-old paintjobs and body fillers removed. There was also a lot of rust in the usual places you would expect from a '54 GMC cab being parked out on a farm for decades. We had Millenium sandblast the cab as you will see here as part of the cleaning method to later prepare it for etch priming the surface for the application of primer, sealants, and then custom paint. When painting, one doesn't want to trap dust, dirt, or bubbles in a previous layer of paint, or other imperfections under the new layer. By launching small bits of abrasive at the surface at a high speed,

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all imperfections are knocked loose and can then be easily washed off, creating an incredibly smooth surface upon which to lay the new layer of paint.

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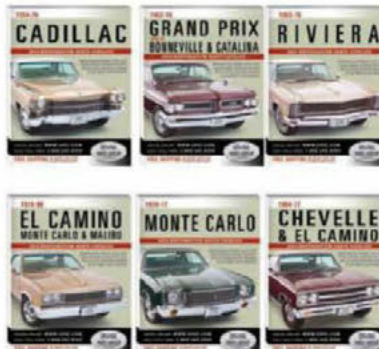
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LOWRIDER REVIEW



THE SHOCKING TRUTH

NOT ALL BATTERIES ARE THE SAME

BY PHIL SCHWARTZ | PHOTOS BY MICHAEL GREY

Lowriders practically have to become battery experts by default. Most of us aren't running single batteries in our cars or trucks. With the amount of power required to run hydraulics, airbags, big stereos, and the rest of our setup, usually one battery just won't do the trick. So, aside from finding room in our cars to stuff all those components, we also have the tricky task of stashing several batteries somewhere cleanly and accessible enough to charge and route the cabling out of. Most of the time our engine bays aren't conducive to more than one battery, so we have to find new ways to mount

multiple batteries, and anyone who has worked with typical lead acid batteries knows that this is a tough proposition.

For one, lead acid batteries leak, even when they're right-side up. After spending thousands on paint, upholstery, and everything else, we don't want to take chances on corrosion occurring in areas our friends and judges will see. So what's the best course of action? Here we've selected an assortment of batteries to help you make the right decision for your project. The good folks at Optima make batteries we tend to think are some of the best

on the market and decided to stack up two of their top sellers next to a lead acid battery. We also threw in a charger since our cars often have to sit idle for indefinite amounts of time and need some help to come back to life.

Take a look and see if there's room for one (or more) of these in your car or truck. Also, it's recommended you disconnect batteries prior to testing them to see if they are OK or not. Vehicles that have been modified with fuel injection, high-output radios, amps, and various other accessories can hold voltage in small capacitors that can trick the battery test device. ●

MAKE/MODEL

OPTIMA YELLOW TOP

URLwww.optimabatteries.com**OVERVIEW**

Thinking of running a variety of accessories on your car? Optima's Yellow Top batteries deliver plenty of power for long periods of time, whether you're out in California or in a colder state. They are conducive to repeated recharging after deep power drains. With lower internal resistance, Optima Yellow Top batteries provide consistent power and can fully recharge in one hour and continue working after 350 full discharges. Optima batteries are filled with AGM (absorbed glass mat) and are sealed, so it won't leak and you can get creative with mounting, even doing it upside down. If your car is loaded with electronics, such as a big stereo, a hydraulic system, fuel injection, air conditioning, and so on, this is truly the battery for you. Prices and dimensions vary. You can visit www.optimabatteries.com to see which model is best for your car or call (888) 867-8462 to speak with one of their technicians about the setup you plan to use.

**MAKE/MODEL**

OPTIMA RED TOP

URLwww.optimabatteries.com**OVERVIEW**

If your car or truck is more of a stock configuration and may sit for long periods of time, the Optima Red Top will deliver plenty of cold cranking amps time after time. Although not intended for accessory-loaded vehicles, the Optima Red Top is leak proof, which, like the Yellow Top, gives you the opportunity to mount it in a variety of locations. It also has amazing high-power delivery and is resistant to the most common causes of battery failure. They can sit for a long time without dying, unlike conventional batteries. This maintenance-free battery also has plenty of vibration resistance and works well on motorcycles. Prices and dimensions vary. You can visit www.optimabatteries.com to see which model is best for your car or call (888) 867-8462 to speak with one of their technicians about the setup you plan to use.



MAKE/MODEL

OPTIMA DIGITAL 1200 CHARGER

FEATURES

Constant-on/momentary tailcap push-button switch, mode select side switch

URLwww.optimabatteries.com**OVERVIEW**

Sometimes AGM batteries have gotten a bad rap because people have returned them after unsuccessfully trying to recharge them with a standard charger. This is usually because they're using the wrong tool for the job. Not all AGM batteries like Optimas can be charged by standard chargers, so it makes sense to have a charger that can recharge AGM and wet cell batteries like the Digital 1200. Unlike standard off-the-shelf chargers, it analyzes what is needed to get a complete charge in the least amount of time. It alters how much amperage and voltage is applied to bring the battery back to a full charge. With an LCD menu and gauge, it's simple to use. Just select the battery type by pressing the picture on the menu. Although it doesn't provide engine start capability, it makes sense to have one of these if you buy an Optima battery since it will charge other batteries down to 1.25 V. The grips also have integrated LED work lights and it features a nifty USB charging port. At \$200, it's not cheap, but is one of the best user-interface chargers on the market.

**MAKE/MODEL**

AC DELCO BATTERY

URLwww.acdelco.com**OVERVIEW**

AC Delco has been making batteries for a long time. They are standard lead acid-type batteries and very reliable if you want to go with something more traditional. Their terminal design is leak resistant and envelope separators are designed to help eliminate shorting and "corrode-through" to improve reliability and car battery life. The large reservoirs above the plates provide ample electrolyte reserve for maintenance-free performance. Both positive and negative grids are lead/calcium alloy to maximize corrosion resistance, increase cycle life, and reduce water consumption to improve battery durability. Prices vary by size. Visit www.acdelco.com for more information.



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ROLLPLAYERZ

ESTABLISHED 1977



Ryan Martin is a 41-year-old bartender who moved to Albuquerque, New Mexico, from Chicago way back in 1989. He was only 15 at the time and had never seen a lowrider car before but it wasn't long before he spotted one in his new Southwestern surroundings. His jaw just about hit the floor! He had always been into sports cars so when he decided to start building a lowrider car of his own, he found a way of mixing

the two worlds like a finely mixed margarita. Rather than build the usual lowriding G-bodies, Cadillacs, and Impalas, Ryan and his girlfriend Lynda started a search for an Iroc-Z convertible.

In 1995, they found the right one at Quality Pontiac, the local car dealership. The ride was all stock and black in color. Ryan says it was in pretty decent shape, aside from the usual wear and tear. He bought it and

drove it for a few months and then started the customizations. Ryan went on to focus on bodywork and paint. After the body was straightened and the silver base was put in place, the car then went to local painting legend, Rob Vanderslice. There, Rob carefully laid down the patterns, candy paint, and tons of clear. The Iroc was then wet-sanded down and buffed to a perfect mirror-like finish. Ryan had also disassembled

THE BLUE AGAVE

LIKE A FINELY MIXED MARGARITA

BY VOLO



CAR MODEL
1989 CAMARO IROC-Z

the motor and removed everything metal in preparation for gold plating services from Duke City Bumper in Albuquerque or Electroplating in El Paso. At this same time, the interior was being done in navy blue and gold crushed velvet.

Once completed, the car was taken to car shows for the next five years where it was well-received by showgoers. An LRM feature was in the works but the timing just wasn't



right at that moment as Ryan decided he had to rearrange his priorities and turn his focus on family. The Iroc-Z was then parked for close to a decade! When Ryan's son, James, was older and began to show an interest in the car—just a few years ago—Ryan and his now-wife Lynda felt it was time to resurrect the car.

A few new upgrades were done, including an added new grape-colored "stay fast" ragtop, a brand-new 700-R4 transmission with shift kit (built by Nacor Trujillo), new Flowmaster mufflers and Hooker headers, engraving by Krazy Kutting in Yuma, Arizona, and pinstriping by friend Mickey Horton out of the

Phoenix area. Ryan also decided he wanted to ride a little lower so he and his friend Rudy Navarro installed a Firestone airbag setup with two pumps and a custom one-of-a-kind 3-D Chevrolet Bow Tie air tank fabricated by Fritz down in Las Cruces, New Mexico.

Ryan says he hasn't updated the interior because he still wants the car to represent the lowrider style of the '90s. Ryan now drives his car to all local shows and even some as far away as Indianapolis, winning many First Place trophies along the way. Ryan claims that he is helping his kids put the finishing touches on a matching pedal airplane and matching skateboard so they can start showing something in their near future.

Ryan sends big thanks to his wife Lynda and their three sons, Johnathan, James, and Sean for all their love and support. He also gives big thanks to his mother-in-law, Vivian "Nana" Armijo (may she rest in peace), for allowing him to build the car in her garage. 🎵



1989 CAMARO IROC-Z

VEHICLE NICKNAME
The Blue Agave

OWNER
Ryan Martin

CITY
Albuquerque, NM

ENGINE
'89 Chevy 350 cid with 700-R4 transmission with shift kit

UPHOLSTERY
Gotcha Covered in Albuquerque did up a super-custom old-school-style interior in crushed velvet.

SUSPENSION
17-inch all-gold Daytons wrapped in Pirelli Super Sport 215/40-R17s

BODY/PAINT
Professional Paint & Body in Albuquerque did the necessary bodywork before painter, Rob Vanderslice, laid down his trademark pattern work of intricate ghost and tribal patterns in cobalt blue and "burple" colors. Mickey of Mesa, AZ, added finishing touches of pinstriping.

SOUND SYSTEM
Ryan installed an Alpine head unit with Alpine tweeter and midrange speakers.

WHEELS/TIRES
30-inch Diablo Elite wheels / 255/30-30 Lionhart radial tires

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SKY KING TRIKE

OWNER

Samiyah Almaraz

NICKNAME

Cherry Bomb

CITY/STATE

Phoenix, AZ

UPHOLSTERY:

Marinate Kustoms fabricated the custom seat, which was covered in a blend of rich dark Burgundy material.

BODY/PAINT

Ronnie laid down a sequence of multiple flaked patterns over a custom blend of candy Wild Cherry basecoat.



BIKE MODELS
SKY KING TRIKE

CHERRY

SAMI'S SKY KING TRIKE

BY HECTOR LEYVA

When you're a kid your toughest decisions consist of what flavor ice cream to pick or which video game to play that day. For a few really cool kids their day consists of picking out what color they want their custom Sky King trike to be painted.

Samiyah "Sami" Almaraz was practically born into lowriding, so when her dad came home with a trike, she was surprised and excited. "I already knew what color I was going to paint it and what I was going to name it," Sami says. So with a little inspiration from her dad, this three-month build was off and running.

With a hands-on attitude, no decision was made without Sami's approval. "Cherry Bomb," as it would eventually be known, started with a visit to Ronnie in Phoenix. Ronnie would lay down a custom candy blend of Wild Cherry serving as the basecoat. He would then layer it with a sequence of multiple flaked pattern combinations. Chavo was called in to complement this dazzling

paintjob by adding his custom fine line pinstriping colors, consisting of various shades of Bullet Gray, Rose Red, and Gold leafing. Marinete, at Marinete Kustoms, fabricated a custom seat covered in a blend of rich dark burgundy. OG Engraving completed custom-engraved designs

on the pedals, handle bars, and fender trim. Then it was off to Papago Plating and Damone Plating to complete this trike's metalwork. "I can't wait to display it at the next lowrider show," Sami says. "Thank you Dad and Mom for all your help building my Cherry Bomb." 🍷



WEB EXCLUSIVE

ESTABLISHED 1977

When it comes to lowrider trends and fads for car interiors, we have gone from velvet material, chandeliers, waterfalls, color bars, to the latest leather, digital dash gauges, LED lighting, and billet steering wheels. The one thing that hasn't changed though is the desire for bucket seats and consoles.

Well, your local junkyards have that sort of updated look on some of the newer updated-style cars that make their way out to become dismantled. Lots of guys who sport the custom interior look have "been there done that" when it comes to wrecking yards. They have swapped out their old family style bench seats for Lexus and Oldsmobile Aurora seats. They remove and reinstall to fit front and back seats so that they match in the same shape or looks. You would be surprised how some modern interiors can interchange and fit like a glove into an old classic. Just make sure the size fits for your car and that the proportions are right. You don't want narrow seats with gaps between your doors and console, and you also don't want a console that is 10 inches wide or more either. We are not putting coffee tables down the middle of the ride, so to speak. Measure first, get your dimensions down, and draw up something before you make a visit to the yards to have a field day.

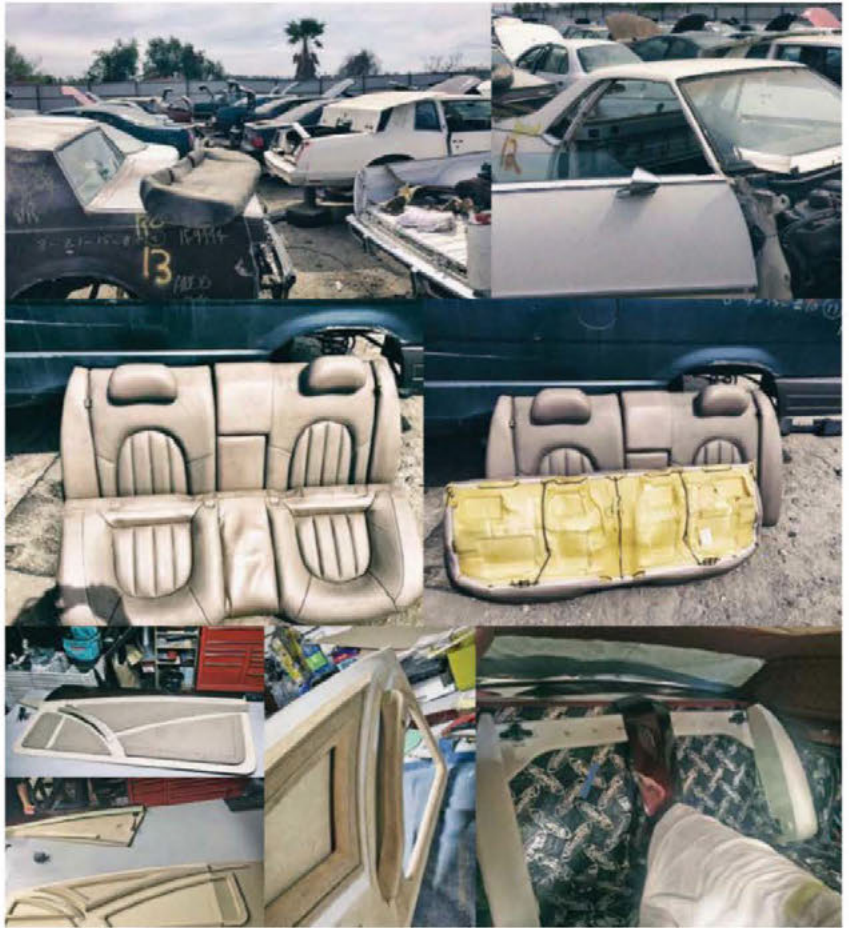
Once you make your choice and proper fit, go from there like we did here in some of these images, and have your upholsterer design something you like for your dash and door panels. Go on the Internet and Google "concept design car interiors." You will find something to your likings that's clean, modern, or hot rod styled. You can also follow the flow with your car's body lines and or use some of your paint scheme patterns to complement and look uniform from your dash all the way through to the back quarter interior panels.

Here are a few ideas to get you started so that you can become an "interior decorator" too. Hey! If we are going to spend hard cash at an upholstery shop, why not have some input? It's your ride anyway. For the "inside" on the inside of your ride, open the door and jump inside to www.lowridermagazine.com and then get ready to grab a measuring tape and hit the wrecking yard. 🎯

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BY JOE RAY

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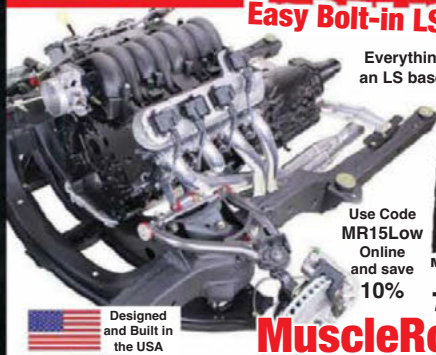


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NEW PRODUCTS

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Those who've dealt with shoddy ignition systems can truly appreciate the spread we've put together for you. How many of you have bought generic distributors, coils, and ignition boxes only to feel the pain of that purchase a few weeks later when you're on the side of the road learning the hard way they were made with cheap components? Like the old saying goes, you get what you pay for. MSD Performance's line of ignition gears is top notch, so check out the gear below if you're looking to upgrade your ignition and do it somewhere other than when you're broken down.

The Digital 6AL Ignition Control

features a clean, low-profile look for ease of installation and is supplied with the wiring harness and all the components you'll need. It provides higher output with 530 primary volts and up to 135mJ of spark power. The Blaster 2 coil is the perfect complement to your Digital 6AL and can be used with stock ignition as well. The Billet Distributor uses a high-output magnetic trigger to fire an MSD Ignition Control. It's also supplied with an HEI-style distributor cap and rotor (accepts Cap-A-Dapts), but must be used with an MSD Ignition Control. See if one or all of these components find a home in your engine compartment. 



1 MAKE MSD

MODEL
Blaster 2 coil

URL
www.msdisignition.com

MSRP
varies by type

OVERVIEW
If you are looking to upgrade your stock coil, or want to complement the performance of your MSD Blaster Ignition, MSD 5, 6, or 7, the Blaster Coil line is the right choice. All of the Blaster Coils are designed for improved spark output. Special 100:1 windings are used to provide maximum buildup of voltage. These windings are held secure and kept cool in an oil-filled metal canister. The tower assembly is molded of durable alkyd material due to its high dielectric characteristics while wide-spaced brass primary terminals prevent the possibility of spark. There are several versions of the Blaster Coil available. All of them have the same internal specifications but have different housings or components. Each Blaster Coil can be used with a stock ignition, Blaster Ignition, MSD 5, 6, or 7 Ignition Control. Most late-model vehicles with electronic ignitions do not require a ballast resistor; check your ignition and manufacturer's specifications to determine if a ballast is required in your application.

2 MAKE MSD

MODEL
Billet Distributor

URL
www.msdisignition.com

MSRP
varies by type

OVERVIEW
CNC-machined billet aluminum housing and billet aluminum base. Easy-to-adjust mechanical advance with supplied springs and stop bushings. Maintenance-free magnetic pickup and precision reluctor create stable trigger signals throughout the rpm range. Polished steel shaft is QPQ coated and guided by a sealed ball bearing. Advance plate and weights are fine blanked from chromoly steel and QPQ coated for friction reduction. Mechanical advance assembly can be locked out for crank trigger systems. Advance weight pins are stacked and TIG welded to the plate. Nylon pads ensure smooth operation of the advance weights. Supplied with an HEI-style distributor cap and rotor (accepts Cap-A-Dapts). Must be used with an MSD Ignition Control. No CARB exemption order number.

3 MAKE MSD

MODEL
Digital 6AL Ignition Control

URL
www.msdisignition.com

MSRP
varies by type

OVERVIEW
MSD kept the same footprint as the traditional 6AL, but lowered the profile for a sleek look. The wiring is all routed out one end of the unit through a sealed and locking connector. The rev limiter was moved right on top of the housing for easy access to the two rotary dials to set the limit in 100-rpm increments. It features a microprocessor that monitors and controls every firing and rev limit. The circuits are updated with efficient components that help the ignition produce more power while drawing less current! The new Digital 6AL are supplied with the wiring harness and the components you'll need for installation. The 6AL is also supplied with vibration mounts. Both ignitions are compatible on four-, six-, or eight-cylinder engines with 12V, negative ground electrical systems. They'll accept trigger inputs from breaker points, amplifiers, and magnetic pickups.



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